

THE Hongkong Weekly Press

AND

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CONTENTS.

Epitome of the Week, &c.	393
Leading Articles:—	
The Boxer Outbreak	394
The British Flag and the Right to Use it	395
The "Kow-shing" Case	395
Supreme Court	396
Hongkong Sanitary Board	397
The Trooping of the Colours	397
The Extraordinary Affair at Aberdeen	398
Two Imperial Decrees	398
The Harbour Master's Report	398
Canton	399
Swatow Notes	399
Manila	399
Sandakan Notes	400
Hongkong and Port News	400
Commercial	401
Shipping	403

BIRTH.

On the 5th instant, at "Melton House," West Dulwich, London, S.E., the wife of PAUL JORDAN, of a daughter.

ARRIVALS OF MAILS.

The American mail of the 3rd May arrived, per P. M. Steamer *City of Rio de Janeiro*, on the 4th June (32 days); the French mail of the 6th May arrived, per M. M. steamer *Laos*, on the 4th June (29 days); the English mail of the 11th May arrived, per P. & O. steamer *Bengal*, on the 7th June (27 days); and the American mail of the 11th May arrived, per O. & O. steamer *Coptic*, on the 8th June (28 days).

EPITOME OF THE WEEK.

The *Hancock*, with the American Phillippine Commission on board, left Hongkong for Manila on the 1st inst.

A recent Seoul telegram to Tokyo stated that a French subject had been engaged as adviser to the Korean War Department.

A *Pioneer* telegram of the 26th ult. announced a report from Washington that torpedos are being placed in all the Japanese harbours in anticipation of an early conflict.

Nagasaki papers announce that Sir Henry Blake, Governor of Hongkong, is expected to arrive there very shortly from North China, preparatory to spending the next month in Japan.

H.M.S. *Pique* is now expected to wait at Singapore until the arrival of the torpedo boats *Janus* and *Otter*, which she will convoy to Hongkong. These two boats arrived at Port Said on the 9th ult.

The King of Siam has conferred the 1st class of the order of the Crown of Siam upon Col. Koeler of the Russian Army. The 4th class of the same order has been conferred on Mr. C. Robyns, Asst. Legal Adviser to the Siamese Government.

It is reported that as a result of the recent tour to England of Mr. Soma, the President of the Yokohama Specie Bank, arrangements have been made between the Japanese and a certain capitalist in London for a Japanese loan to be raised in England.

A Seoul telegram received in Japan, states that the land dispute at Masampo between Russia and Japan will probably be peacefully settled, as the Japanese owners are now inclined to dispose of their ground at a reasonable price.

The first torpedo vessel ever completely constructed in Japan is now being built at Yokosuka. Her displacement is to be 53 tons, her horse-power 1800, and speed 24 knots. Not only the hull but also the engines are of Japanese manufacture.

A squadron of mounted native scouts is to be organised by Lieut.-Col. Wilder in the Philippines under the name of the Squadron of Philippine Cavalry. Manila is talking of raising a local militia, for which the patronage of the army, navy, and Civil Commissioners will be asked.

The Lu-Han Railway, according to Wuchang native reports, is in a very critical stage, there being insufficient funds available to proceed with the construction of the middle section of the Railway to connect with the two ends in process of building from Peking and Hankow, and the failure of the funds leading to the enforced idleness and consequent resignation, in some instances, of the European engineers engaged in the work. H.E. Sheng has gone to Hankow with all speed, to see what he can do.

An *Extraordinary Government Gazette*, issued in the Federated Malay States, disposes of the rumour that Siam had ceded certain Malay States to Great Britain. All that has happened is that an agreement has been made between the two countries regarding a rectification of boundary between Perak and Pahang, on the one hand, and the Siamese province of Raman and the Siamese dependencies of Kedah, Kelantan, and Tringganu on the other. By this agreement Perak gets a little more territory than before.

A list of casualties to British officers has just been issued in Burma, which shows that in over twenty years only two Civil Police Officers have lived to receive pensions. Of these one died within seven months of the receipt of pension and the other remains the solitary survivor. Between 1886 and 1898, twelve years, of officers of and above the ranks of Inspector, 47 died of disease or accident, 11 were killed in engagements with dacoits or died of wounds, 16 were wounded in such engagements, and one was drowned. Government pensions are calculated on the theory that everybody will survive to pension age. On the facts the Burma Government might offer pensions equivalent to several times the ordinary pay.

On the 5th inst. H.M.S. *Rosario* reached Hongkong, where she joins the China Squadron. She is a twin-screw steel sheathed sloop of 980 tons displacement, in charge of Commander Claud A. W. Hamilton. She takes the place of the *Rattler*. The *Rosario* was built at Sheerness in 1898 at a cost of £65,578, and is fitted with Belleville tube boilers, the engines indicating 1,400 horse-power with a speed of 13.2 knots. She was commissioned for service on the China Station on the 20th March last at Sheerness, and after taking in stores put to sea on the 31st of that month and had a fine passage out. The *Rosario* carries two guns, 6 in. and 4 3-pounder quick-firers, and has a complement of 104 officers and men.

The Tokyo correspondent of the *Nagasaki Press* says:—"Owing to the financial strain, which, it is said, has necessitated the floating of another foreign loan at the instance of Count Matsukata, the Cabinet is showing signs of disruption. Marquis Yamagata is the first to announce his intention of resigning, in favour of either Marquis Ito or Count Inouye. But neither of them has agreed to accept the responsibility, so that the Premier has still to jog along on the thorny path of politics."

An engineer recently sent by the Seoul-Fusan Railway Company to Corea, has returned to Japan, and reports the arrangements that have been made. The construction of the line will be started at Seoul, and the course will be through Chung-chong-do and the northern part of Kyung-chong-do, the distance being 300 miles. The number of stations has been fixed at forty-one and the cost of the work is estimated at some Y25,000,000. The Korean Government highly approve of the work, and the Imperial House authorities have decided to defray Y20,000 towards the expenses. There is a good demand for shares among the wealthy Koreans.

A correspondent who has just visited Hunan province writes to the *N.C. Daily News* very enthusiastically. He says the alteration in Siangtan, for instance, is something wonderful, and none except those who saw the Siangtan of old can have any idea of the greatness of the change. "But it is only an illustration of what is going on all over Hunan," he says. "The whole province is ripe for innovations and improvements of every kind." And in Changsha he was much struck with the fine buildings. Many of the shops are large and well-stocked. Some of the streets are comparatively wide, and all the streets, whether wide or narrow, are remarkably clean, and well paved with large slabs of granite. "The population of Changsha," he continues, "is supposed to be more than half a million. If I may judge from what I saw of the city, I should say that this estimate is rather below than above the mark. The population of Changsha is larger than that of Siangtan; but Siangtan occupies the first place commercially. I was delighted with what I saw of both the city and the people of Changsha."

Affairs in the North during the past week have moved with great rapidity. A Tientsin telegram of the 2nd instant announced that the Paoting-fu refugees (who, it afterwards appeared, were a party of Belgian engineers engaged on the railway) were cutting their way through the Boxers and were coming along the Peiho river to Tientsin, whence a party was starting to meet them. Twenty-three of them ultimately arrived at Tientsin after terrible sufferings, and all wounded. It appeared that no missionaries were with them, as was at first announced, but the deaths of Messrs. Robinson and Norman, of the Church of England Mission at Yunching, were confirmed by a Shanghai telegram of the 5th instant. On Friday the news reached Hongkong that all communication between Tientsin and Peking had ceased on Tuesday, the 5th, and that six hundred Europeans had been landed to protect Tientsin with six guns, the Chinese inhabitants being in a great state of terror. The same evening arrived the news from the British Legation at Peking that nearly 1,000 men had been landed by the joint fleet, including 308 British.

THE BOXER OUTBREAK.

(Daily Press, 5th June.)

The Boxer trouble has at length got beyond a threat. Open warfare is proceeding in the province of Chihli, and foreigners have had to fight for their lives—have even, it is to be feared, lost their lives in a struggle against tremendous odds. Our telegram this morning, it is true, corrects the previous report that four of a party of British, American, and Belgian refugees had been killed while fighting their way from Paoting-fu down the Peiho River to the nearest place of safety, Tientsin. But the amended version of the news may be still worse, for seven of the unfortunate party of Belgian railway engineers are reported missing, and small hope seems to be entertained of their escape from the fanatics into whose hands they have fallen. And yet it is barely a month ago since Mr. CONGER, the United States Minister at Peking, cabled (as the last mail, tells us) that "he had reason to rely upon the assurances given by the Chinese Government as to the orders issued for the full protection of foreigners." Still less time ago the Foreign Ministers at Peking failed to see any reason for concerted action. They have changed their minds since, but too late. The Boxers have been allowed to grow too strong. They have killed native Christians with impunity and defeated such Imperial troops as were sent against them. A Peking correspondent writing to Shanghai on the 25th ult. told of one of these victories, as well as of the flight of a magistrate from Chó-chow, thirty-five miles from the capital, for the reason that he was obnoxious to the rioters. The way in which the Imperial Government has treated the Boxers is sufficiently illustrated by the Imperial Decree which we publish elsewhere, in the translation telegraphed to our Shanghai contemporary, the *North-China Daily News*. The Boxers from this remarkable document would appear to be a loyalist society, into whose ranks have crept by stealth certain evil characters, who have made use of the patriotic organisation to create trouble little short of actual rebellion. To cope with these ruffians the Generalissimo is ordered, in the usual Chinese fashion, to capture the ringleaders, while the local authorities are commanded to protect the Christians. The facts that the Imperial troops have already been defied, and that the local authorities, if not corrupt and in collusion with the Boxers, are obviously powerless to do anything against them, are calmly disregarded. The Empress, too, as we read yesterday, is very much distressed at the massacre of Christians and has herself provided coffins for them. Is this a mere farce, or is it a token of childishness, or rather dotage? It is difficult indeed to decide; nor for practical purposes does it much matter. Affairs some time ago reached a point beyond the limits of toleration, but the habitual optimism of Foreign Ministers at Peking blinded them apparently to the fact, thereby giving China a little more rope wherewith to hang herself. She has not missed the opportunity, and consequently the time for mere "diplomatic pressure" has passed. There is no question of an isolated attack on a missionary; there is an organised anti-foreign crusade, though the principal victims so far are, it seems, the Belgian engineers engaged on the section of the Lu-Han line beyond Paoting-fu. That their sufferings while fighting their way through in the direction of Tientsin have been terrible may well be believed. Steps have now to be taken to prevent the recurrence of such events. With the present dynasty on the throne there can be no security; for, the Empress

Dowager removed, who will feel confident that the nominal Emperor has the strength, though he undoubtedly has the desire, to govern justly and firmly? Could he stand alone, the outlook would not be hopeless. But in a joint guarantee of the Powers, such as has often been suggested of late, there seems no promise of stability, nor is there a likelihood that the Chinese would be satisfied, or that they would remain, for all their past acquiescence, loyal to the dynasty which has brought them to the present state of humiliation.

(Daily Press, 8th June.)

The situation in the North grows daily more uncertain and alarming. For several days past we have received by wire intelligence which goes to show that the conspiracy or rebellion of the party known as the Boxers in North China is ripening to a head, and that its fruition means a menace to foreigners generally. On the 1st inst., fires, believed to have been the work of incendiaries, were reported from Tientsin; it was next announced that the Paoting-fu refugees were on their way to Tientsin, but seven were missing; and on the 3rd inst. it was stated that twenty-three Belgians had arrived in Tientsin wounded, after awful sufferings on the way. Next, under date of the 5th inst., we learn that more troops were being landed at Tientsin and the residents are all armed; the railway service to Peking was irregular; the missions at Paoting-fu were in great danger; and the deaths of Messrs. ROBINSON and NORMAN, of the Church of England Mission at Yung-ching had been confirmed. On Thursday a message from Shanghai, elsewhere published, announced that all intercourse between Tientsin and the capital has been stopped since the 5th inst., and that 600 European troops with six guns have arrived in Tientsin, while a Legation telegram that night brought news of the landing of nearly 1,000 men. Previous information by letter stated that the Boxers have burned down two or three stations and damaged part of the Tientsin-Peking Railway, have attacked and wounded many of the foreign employes, and destroyed some miles of the telegraph line. Foreigners have been insulted in Peking and made to feel that their lives were in danger, and when the Foreign Ministers sent for armed escorts the Chinese Authorities refused to allow them to proceed by railway until vigorous threats were used of a resort to force. The repeated representations of the Doyen of the Foreign Legations on the position and his demand that the Boxers should be suppressed met with no real response from the Imperial Government for some time; and when at length an Imperial Decree was issued on the subject of the Boxer outrages it was so worded that, while nominally ordering the Commandant of the Peking Gendarmerie, the Governor of Peking, the Viceroy of Chihli and other authorities to combine to arrest the disturbers of the peace it left a wide loophole for the escape of all offenders in the following characteristic instruction:—"As for these persons who have been found merely to have followed in the wake of or encouraged the rioters without actually joining in the riots, these also must be strictly warned from doing so again and immediately dispensed on pain of condign punishment!"

This Decree was only issued by the Empress after repeated remonstrances from the Diplomatic Body, and it is generally believed that, though nominally rebellious, the Boxer movement is directed more against the supporters of the Emperor KWANG HSI and foreigners than against the actual Executive at Peking. It is stated that these men have been sheltered by Prince

TUAN, a member of the Imperial Family, and that their apparently strange and erratic movements really cover a carefully conceived project for driving foreigners out of China altogether. This is by no means improbable. The Manchus are most of them still quite unable to realise the extent of foreign power, and are ready to believe that a well laid plan would easily result in the ejection of the hated intruders from the sacred soil of the Celestial Empire. If this idea still lingers in Peking—as seems to be the fact—the sooner it is removed the better. There is little chance of that result being attained, however, if counsels such as those attributed to the American Minister were allowed to prevail. He is reported to have said, when the French Minister proposed that troops should be imported for the protection of the Legations, that it would be better to demand the complete reform of the Police system at Peking, that he thought the Boxers were being drilled for fun, rather than from any idea of injuring foreigners, and he did not like to hurt the feelings of the Empress by bringing up guards to the capital! Fortunately he was unsupported, and, none of his colleagues being fatuous enough to share in his scruples, the guards were sent for, and the lives of the foreigners in the Legations thereby rendered comparatively secure. The situation is, however, still far from satisfactory, the air of Peking is charged with electricity, and a general feeling of unrest prevails throughout the provinces of Chihli and Shantung. There seems to be no Chinese Minister at the present moment with any vertebra; the Tsung-li Yamen consists for the most part of a pack of more or less ignorant nobodies, whose one aim and end is to invent excuses for doing nothing. JUNG LU is perhaps the one man who has either the head to conceive or the hand to carry out any state measure, and he halts between two opinions: fear of the Empress and loyalty to KWANG HSI. The EMPEROR himself is well-meaning but feeble, crushed by the events of the past three years, and restrained by the fear that he has no sufficient backing.

This being the position of things in the capital of China, and there being apparently no central authority strong enough to repress disorder and restore confidence, the question arises, what is to be done by the Treaty Powers? Are they to go on indefinitely conniving at conspiracies for the personal aggrandisement of harem favourites or of corrupt Chinese mandarins? Are they to acquiesce for ever in a state of political uncertainty rendering necessary the maintenance of large armed forces for the protection of the persons of their Ambassadors in Peking? Are they going once more to allow trade to be interrupted by the acts of conspirators encouraged in high quarters, and to condone the murder of missionaries and ill-treatment of railway engineers with the usual payment of small indemnities and the execution of a few (possibly innocent) coolies? Surely not. The time has arrived when some more decisive action should be taken than has hitherto satisfied our too readily placated Governments. We are glad to learn through our telegraphic advices that the English papers are urging that prompt action should be taken to maintain Great Britain's prestige, and sincerely hope that such pressure will be brought to bear on Lord SALISBURY as will compel him to assert British influence in Peking. Two more British subjects have been murdered—two more to swell the long roll of victims to Chinese prejudice and passion—and this outrage not only affords a pretext for, but imperatively calls

out for intervention. France and Belgium will no doubt support British demands in this instance, for they have both suffered wrongs. But whatever they may do, however the other Powers may decide to act, the British Government is clearly called upon to speak out promptly and decisively. If the other Treaty Powers will join, well and good; if not, then let Britain once more play a lone hand and play it fearlessly. We want nothing but justice and a guarantee for the safety of those British subjects whom business or duty has brought into the Central Kingdom; but these we must have even if we have to overthrow the present rotten Government at Peking to secure them. Has not the time arrived when something better, more stable, and more amenable to reason than the existing Administration should be set up in the capital of this Great Empire—a Government with more enlightened views, possessing some sense of duty to the toiling millions, and imbued with a genuine desire to help the country on the road to progress?

THE BRITISH FLAG AND THE RIGHT TO USE IT.

(Daily Press, 4th June.)

The *Times*, in a recent leader, calls attention to the loss of the ship *Chebine* in the Red Sea whilst conveying pilgrims to Mecca. "The vessel belonged to an English company; it flew the British Flag and was commanded by a British certificated officer; and it was registered as a British vessel. The Court which investigated the disaster made a report discreditable to those responsible for the defects of the vessel, which it was said had left Suez, not properly found nor in good seaworthy condition." The *Times* further on says: "It does not mend matters that the company took up the position, apparently warranted, that the *Chebine*, though a registered British vessel, was not subject to the regulations for the safety of passenger ships in as much as she did not ply to or from any ports in the United Kingdom. The definition of 'passenger steamer' in the Merchant Shipping Act of 1894 applies only to every British steamship carrying passengers to, from, or between any places in the United Kingdom and every foreign steamship carrying passengers between places in the United Kingdom." This definition needs reconsideration in the light of the history of the *Chebine*.

In the last sentence the situation is summed up; but it is by no means so easy to point out the remedy for a state of things which every right-thinking person would desire to see amended. It is no doubt an anomaly that British ships should come under the Merchant Shipping Act when they trade to, from, or between British ports and should apparently be allowed to go uncontrolled when on the high seas or out of British waters; but it, like most other things, has a certain reason for its being. From this Colony, of course, all registered British vessels have to conform to one rule, but to take another instance familiar to our readers, namely, the trade on the Yangtze. There are British vessels running there if not exactly under the same conditions as the *Chebine* at least sufficiently close to render the comparison applicable. No supervision is maintained over them as to the number of passengers carried; whether the vessels carry certificated officers or not and whether they carry any British subject at all as member of the crew. The great bulk of shipowners, no doubt, find it necessary from motives of self-interest, if for no other reason, to act up to the spirit of the Merchant Shipping Act, but if they were disin-

clined to do so—and there are those that are disinclined—there is apparently no power to make them comply with it. Under these conditions it is not difficult to imagine that a disaster such as occurred to the *Chebine* might at any time overtake one of these vessels, and this is a condition of things which the *Times*, and justly so, thinks should not be allowed. But the question is whether the remedy lies with the British Government or the Government of the country whence the vessels in question trade? It appears to us that the initiative lies with the latter. To force British vessels to conform to regulations and restrictions which are not compulsory on those of other nationalities engaged in the same trade would be to place the British vessels at a serious disadvantage. The real remedy, as far as the Far East is concerned, is one which might well occupy the attention of the British Government, and that is the institution of reforms in China which would result in the gradual introduction of such laws as would regulate without impeding the great and growing traffic carried on to, from, and between the ports of the Chinese Empire. It is only by some such measure that equal treatment will be secured to vessels of all nationalities, while at the same time the safety of the travelling public, Chinese and foreign, will be safeguarded.

Occasionally spasmodic efforts to do something of this sort are made by the staff of the I. M. Customs; e. g. at Amoy in 1899 where the Customs attempted to enforce the substance of the Hongkong Passenger Ordinance on the inland water steamers trading from that port; a proceeding which the British Consul there did not think they were justified in doing. Considering the manner in which that concession has been shorn of its value the Consul's objection does not seem to be altogether uncalled for. But spasmodic efforts of this sort are useless or worse than useless. General reform, of the laws applicable to shipping in China or rather, as we said before, the introduction of some laws which will secure equality of treatment to all, are absolutely necessary, and until they are introduced there will always be the risk of a case similar to that of the *Chebine* and with it a tendency, when it takes place and the vessel is British, to throw blame on the British Government which properly attaches to that of the country whence she trades. Where we think the Government are to blame, is for the loose and almost indiscriminate manner in which the British Flag is allowed to be used by vessels, more especially those under the inland water concession; and in view of the fact that it was a question of this sort which was the means of precipitating the China War—the celebrated *Arrow* Case in 1856—it would be well for H. M.'s Minister, in conjunction with the Government of this Colony, to draw up explicit instructions with regard to what constitutes their right to fly the British Flag. A recent case occurred where a steamer had apparently the right to fly the British Flag outside the waters of the Colony, but not the right to do so within them, as was evidenced by the harbour authorities pulling it down. The piracy of the *Wo On* affords another illustration of what might well resolve itself into a question of hostilities and yet what, on enquiry, might—as in the case of the *Arrow*—turn out to be a technical question as to whether she was legally an English vessel or not? Not so long ago it was the practice of a certain class of vessels trading from this colony to fly the British Flag when in China and the Chinese when in the waters of the Colony. And again, there are other craft that apparently have

no nationality at all, but which trade up the West River under what is known as a West River Flag, for which they pay \$100 to the Chinese Government. An explanation of the reason for these craft is given in the recent Blue Book, and is to the effect that while such vessels are really Chinese-owned they are forced to find protection under the wing, as it were, of the foreigner owing to the impossibility of obtaining a fair recognition from their own Government. If such is the case it merely emphasizes the need we have referred to for Great Britain to insist on reform throughout China. It is to be hoped that the visit of H. E. the Governor to Peking will have the effect of putting a stop to the present anomalous state of affairs whereby a vessel is recognized by the Consular Officials as British in China and is refused recognition in this Colony. A little common sense is all that is needed to remedy it.

THE "KOW-SHING" CASE.

(Daily Press, 7th June.)

AMONG the correspondence published in the latest received Blue Book on affairs in China none is perhaps more instructive of the difficulties in the way of getting a claim on the Chinese Government recognised than that relating to the *Kow-shing* case. This correspondence has been proceeding for the past five years, the bulk of the time being consumed in vain endeavours on the part of the Indo-China Steam Navigation Company to get their claim considered by the Peking Government. This Blue Book (which only covers 1899) opens with a despatch addressed by Mr. MACANDREW, the Chairman, under date 6th January, 1899, to Lord SALISBURY in which—after stating that the Board of his Company had refrained for some months from troubling his lordship with further correspondence on their case, as they recognised that the time might not be opportune owing to other questions then pending with the Chinese Government—he recalled the fact that a letter had been written by the Foreign Office to the Chinese Minister in the previous August pressing for an answer as to what were his instructions from his Government with reference to the Company's claim. Mr. MACANDREW goes on to add that "nothing further having been heard on this subject, the Board can only conjecture that, as in previous instances, the Chinese Minister has not thought proper to take any notice of the communication from Her Majesty's Government." This conclusion, though a very natural one under the circumstances—an unbroken silence of more than four months—proved incorrect, for on the 21st January the Foreign Office wrote in reply, to the effect that, since the last communication made to the Company, Lord SALISBURY had received a note from the Chinese Minister stating "that the 'Tsung-li Yamen, after having given full and careful consideration to the case, are unable to see how the Chinese Government can fairly be called upon to compensate the owners of the *Kow-shing* for the result of a series of acts on the part of a Japanese warship *Naniwa*, all of which, as they were advised, were in violation of the law of nations." The letter went to say that the arguments which LO FENG LUH advanced in support of this position were briefly to the effect that a state of war, imposing neutral duties on the subjects of third Powers, could not be held to exist until formal notification of the fact of war had been made by one or both of the belligerents to the Governments of such Powers, while in the present instance this notification was only made on the 1st

August, 1894, seven days subsequent to the sinking of the *Kow-shing*. The Chinese Minister was informed in reply that his contention did not appear to Lord SALISBURY to bear upon the case under discussion, but his lordship, after pointing out that it was impossible for Her Majesty's Government to abandon the claim advanced by the Company, said they were willing to renew the offer already made, that the question should be referred to arbitration.

This weak concession to the Peking Government very naturally brought out a remonstrance from the Chairman of the Indo-China S. N. Company, and it is not surprising to find the following passage in his reply to the above, dated 3rd February:—"The Board of Directors observe, with much regret, that your Lordship has again offered the Chinese Government the alternative of an arbitration. Some of their objections to this course were explained in my letter to your lordship dated the 30th. July, 1897, and I sincerely trust that, as then pointed out, the refunding of the cost of the *Kow-shing*, as defined in the charter party—190,000 dollars, at the then current exchange of 2s. 2d. per dollar, equal to £20,583 6s. 8d., and \$15,000 for charter money, stores, and coals, as in our statement of the 6th September, 1895—£1,625, with 7 per cent. interest since that date, will be excluded from the questions submitted to arbitrators as being already fixed and settled by the agreement signed by Lo FENG LUN, the present Chinese Minister, himself." The Chairman then went on to recapitulate the facts with reference to the sinking of the *Kow-shing*, showing that there would have been no loss of life on board the steamer if the captain had been permitted by the Chinese Military officers to proceed to a Japanese port, as he desired to do, and that the first act of hostilities was committed by a Chinese warship, in support of which a declaration signed by Mr. TAMPLIN, the chief officer, stating that he saw in the wardroom of the Japanese warship *Naniwa* an unexploded shell, fired by the Chinese cruiser *Tsi-Yuen*, which had passed through the side of that vessel before a single shot was fired by the Japanese. The whole circumstances of the case, however, seem to us so plain and straightforward that it is difficult to understand what pretext there is for referring the matter to arbitration. Having once committed himself to that course, however, the noble lord the Secretary for Foreign Affairs feels bound to justify his action, for on the 13th February, when replying to the above letter, Mr. FRANCIS BERTIE writes:—"I am to inform you that the question whether the Chinese Authorities are liable to pay compensation in respect to the loss of the *Kow-shing* in the circumstances is the point on which the two Governments are at issue, and could not therefore be withdrawn from the consideration of the Arbitrator in the event of an agreement being arrived at to deal with the case by arbitration." And he goes on to add:—"In view of the fact that the question to be decided is largely one of the proper interpretation of the law of nations, and one on which different opinions may well be held by different authorities. Lord SALISBURY maintains the view that the case is a specially suitable one for settlement in this manner." Yet it is perfectly certain that a great wrong has been done, for which the military officers placed by LI HUNG-CHANG on board the *Kow-shing* were directly responsible by their refusing to allow the captain to surrender, thus bringing destruction on the steamer and death on many of the crew. Meantime, the Chinese Minister, encouraged by

the lethargy of Lord SALISBURY, took some months to reflect on his proposition until, at length on the 30th June the Chairman of the Company again addressed a despatch to the Foreign Office earnestly begging that steps might be taken to compel the immediate attention of the Chinese Government to the settlement of their "just and moderate claim." After the lapse of more than a month, Mr. BERTIE was directed to inform the Company that the Chinese Minister is still without instructions in regard to the proposal that the claim should be referred to arbitration, but he expected to hear from the Tsung-li Yamen at an early date. Lord SALISBURY's patience appears to have waned at last, for he telegraphed to Mr. BAX IRONSIDE at Peking on the 2nd August, and on the 6th idem in response that diplomatist wired that on the previous day at an interview with the Tsung-li Yamen they informed him that they had not yet decided on their reply to the proposal, but would give one in a few days. Further telegraphing went on, the Tsung-li Yamen trying first to gain time and then to shift responsibility on to the Chinese Minister in London, which Lord SALISBURY would not hear of so far as Her Majesty's Government were concerned.

Meantime the Company were waxing impatient and on the 14th August the Chairman addressed a further despatch to the Foreign Secretary protesting first against the prolonged delay in coming to a final understanding with the Chinese Government, and secondly against reference of the claim to arbitration. The objections of the Board to arbitration are repeated, and regret expressed that other measures have not been taken to obtain a satisfactory settlement. Mr. MACANDREW concludes this letter with the following very pertinent remarks:—"I may be permitted, however, to observe, with reference to arbitration, that if the decision should be in favour of the Chinese Government, Her Majesty's Government will be in this position, that they will have to present the claim to Japan, by whose officers the actual destruction of life and property was directly caused. It is not for a moment to be supposed that British subjects are not to be indemnified by either one or the other Government for their loss under a charter entered into in a time of peace and in perfect good faith, and inflicted through the agency either of the Chinese or of the Japanese officers as may eventually be determined. A Court of Law would no doubt pronounce for payment of the claim under the charter; but when foreign Governments are the defendants the claims of British subjects can only be upheld by the active assistance of Her Majesty's Government."

The *pourparlers* at Peking had been going on all the while, and on the 22nd August Mr. BAX IRONSIDE telegraphed to Lord SALISBURY that he had had another interview with the Tsung-li Yamen, and went on to remark:—"Their Excellencies volubly denied any liability on the part of the Chinese Government for the loss of the vessel in question, but at the same time they requested more time to come to a decision as to whether they would agree to submit the case to arbitration or not." The capacity of the Chinese Government for procrastinating is so well known that this ancient device for evading their liability need excite no surprise; the only cause for astonishment is to be found in the long-suffering patience of Lord SALISBURY. This oozed out finally on the 7th December last, when his lordship telegraphed to Sir CLAUDE MACDONALD that the Chinese Government had had ample time to consider the question

of arbitration and instructed him to press for a reply. This action at length brought the Tsung-li Yamen to book, for on the 10th December Lo FENG LUN, in a despatch to the Foreign Office, conveyed the willingness of his Government to submit the case to arbitration, but said he was still awaiting their decision as to which of the three modes of arbitration which Lord SALISBURY said would be agreeable to Her Majesty's Government should be adopted. Having by this time become weary of Chinese contrivances for delay, Lord SALISBURY telegraphed, in reply to a wire from Sir CLAUDE MACDONALD to His Excellency to press the Chinese Government to send instructions to Minister Lo on the point as to the nature of tribunal. On the 19th December Mr. BERTIE, replying to Mr. MACANDREW's letter of the 17th August, stated that the Chinese Government had agreed to allow the case to be referred to arbitration, and would communicate shortly as to the mode of arbitration. This brings the correspondence to an end, but, in the House of Commons, in reply to an interrogation by Mr. MOON on the 4th ultimo, it has been ascertained that the questions at issue in this case have been referred to the arbitration of an eminent foreign jurist. Thus ends for the present the long and pitiful story of a just and moderate claim made upon a barbarous and conscienceless Government. There is assuredly no room for congratulation either to Her Majesty's Government or to the unfortunate Company whose interests they have so ineffectively championed, upon this result, for the decision in the Delagoa Bay Railroad case is too fresh in our recollection to allow us to hope much from such arbitration. Eminent foreign jurists are far too prone to lean to the side of any Government if opposed to that of Great Britain, and seem, moreover to have a most inadequate appreciation of the value of time.

SUPREME COURT.

5th June.

IN ORIGINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON, KT., C.M.G.
(CHIEF JUSTICE).

A PARTNERSHIP CASE.

In this case Wong Shung Nin, of 42, Queen's Road West, was the plaintiff and Wong Tak Ip and others defendants. The claim was for a dissolution of partnership. With regard to the first defendant it was stated that he had not been a partner for some time and really ought not to be set down as a defendant.

Mr. Robinson (instructed by Messrs. Mounsey and Brutton) appeared for the plaintiff and Mr. Francis, Q.C. (instructed by Messrs. Johnson, Stokes, and Master) for the defence.

Mr. Robinson read the pleadings. It was alleged in the petition that from February, 1895, to February, 1899, the plaintiff and the defendants carried on business together in co-partnership as salt-fish dealers at 1 and 2, Salt Fish street, Hongkong; that the partnership was a partnership at will determinable by reasonable notice; that the partnership was determined by the plaintiff on the 13th February, 1899; that the capital of such partnership was \$14,000, of which the plaintiff's share was \$3,000; that it was agreed that the plaintiff should be appointed and should remain one of two salaried Managers; that he was so appointed, but that since the first of April 1898, the defendants had refused to admit the plaintiff to any share in the management, and had not paid him any salary. The petition contained other allegations. With regard to the allegation that the partnership was a partnership at will, the defendants in their answer denied that this was the case, and said that by the terms of the agreement the partnership could not be dissolved by any one partner except on certain conditions which had not been complied with by the plaintiff.

The defendants admitted the appointment of the plaintiff as a salaried manager, but denied that they had refused to allow him to share in the management since April, 1898, and alleged that he acted as manager up to February, 1899, when he, without communicating with any of his co-partners, absented himself. Continuing, Mr. Robinson said that there were three issues in this case. The first was, was the partnership a partnership at will? Assuming that His Lordship was against him on that point, the second point was, assuming it to a partnership for a term expressed or implied, had such a set of circumstances arisen between the parties, such a state of feeling, as entitled the plaintiff to a dissolution, notwithstanding that the term had not expired. The third issue was really a question arising out of the accounts, and that was whether or not the term for which the premises were held was a partnership asset. With regard to the first issue, he thought that that should be put in this shape, was there in the agreement any provision for a definite term either expressed or implied. He contended that there was not. With regard to the second issue, if His Lordship agreed with him as to the first it was immaterial, but if his Lordship was against him then the second issue had to be determined before they could have a decision in their favour; and if his Lordship was against him on the second issue he had nothing more to ask, as the third issue would then be immaterial.

The case was also before the court on Wednesday and Thursday, the hearing being adjourned till Monday.

HONGKONG SANITARY BOARD.

On the 7th instant, a meeting of the Hongkong Sanitary Board was held. The President (the Hon. R. D. Ormsby, Director of Public Works) occupied the chair, and there were also present the Vice-president (Dr. Lawson, Acting Principal Civil Medical Officer), Mr. F. J. Badeley (Acting Captain Superintendent of Police), Lieut. Col. Ryan, Mr. J. McKie, Dr. Hartigan, Mr. E. Osborne, Dr. F. Clark (Medical Officer of Health), Mr. Chan A Fook, and Mr. G. A. Woodcock (Secretary).

THE CHINESE CEMETERIES COMMITTEE.

The following report was submitted from Dr. Clark on behalf of the Chinese Cemeteries Committee.

"At a meeting of the committee of the Board appointed to consider the question of Chinese cemeteries, which was held yesterday afternoon (May 31st) it was unanimously agreed that the Plague Cemetery at Kennedytown is in every way as suitable for the purpose as the one at Sandy Bay, which was used in 1894, and that the latter was under the disadvantage of requiring the conveyance of the dead bodies by water. "The committee desire to add, however, that if the Government are prepared to incur the great expense of water carriage of the dead bodies and the mourners then they would recommend the use of Lamma Island as a suitable site for a Plague Cemetery."

Dr. Lawson proposed the adoption of the report and that it be forwarded to Government, together with the reasons of the committee for making these recommendations.

Mr. OSBORNE seconded and the motion was carried.

THE OVERCROWDING QUESTION.

The following further report (dated June 2nd) on the alleged overcrowding of the city was submitted by Dr. Clark:—

"I have the honour to report that 91 floors have been visited between the hours of midnight and 5 a.m. in New Street during the last week with the following result:—Number of persons that these floors can legally accommodate 1,381; number of persons found occupying the premises 1,067; individual cases of overcrowding, to the extent of some four or five persons in excess usually, will be dealt with by legal notice."

On the suggestion of Lieut.-Col. Ryan it was decided to refer the report to the committee of the Board.

OUR WATER SUPPLY.

PUBLIC URINALS.

The Board having been approached as to the proposed sites for public urinals,

Mr. MCKIE said—I was the gentleman who first prominently introduced this unsavoury

subject and am very glad that the agitation I started has resulted in the Government affording us the opportunity of recommending a list of sites upon which to erect these conveniences. It is a disgrace to one of the largest shipping ports in the world with a constant and enormous stream of shipping and passengers running through it that there should be only two known urinals in the colony and both of these like holes in a wall, antiquated, insanitary, and polluted with stink and filth. The M. O. H. has given us a complete full list of what he considers suitable sites, but when the Government meet us in the manner they have, I think we should go more thoroughly into the subject, and I therefore propose that a Sub-Committee be formed to visit and report upon the situation.

The motion was seconded and carried.

Dr. CLARK, in pursuance of notice, moved:—"That the Sanitary Board beg to recommend the Government to appoint a Committee to enquire into the question of the water supply of the City of Victoria, with special reference to the use of sea water for such purposes as the watering of streets, the flushing of the main sewers, the extinction of fires, and the flushing of the many public urinals which are so urgently needed throughout the city, but which cannot apparently be provided owing to the deficiency of our present water supply. He said he thought it would be apparent that this motion had been inspired by the minute of the Director of Public Works on the previous papers with reference to public urinals. There was a great want of public urinals throughout the city. The Director of Public Works told them that they could not have these urinals because they had not got the water supply, and he heartily agreed with him on that point. The present storage capacity for the city of Victoria amounted to 500 million gallons and the utmost possible storage capacity, after the completion of Mr. Cooper's scheme, would be about 700 million gallons. But unfortunately it would only be in very wet seasons that it would be possible to fill these reservoirs, so that it was apparent that they had already almost reached the limit of their fresh water supply for the City, except in exceptional seasons. The consumption of water per head had risen, since Mr. Cooper's time, from 15 gallons per day to almost 17 gallons, so that that gentleman's sanguine expectations as to the sufficiency of our water supply for some years to come had scarcely been realized, while the growth of the City was proceeding at such a rapid rate that Mr. Ormsby's advice "to wait" was only likely, if adopted, to land them in serious difficulties within a very few years. The difficulties with regard to the use of sea-water had been overcome in many even of the smaller sea-coast towns of England, and there was no excuse whatever why a city such as Victoria should longer delay in adopting what was now one of the most ordinary and commonplace methods for augmenting the water supply required for such purposes as were specified in the terms of the resolution. It would not be necessary to raise sea-water to a greater height than the level of Caine Road, below which lay practically the whole of the Chinese and the business quarters, and the Committee, if appointed, would, he thought, have little difficulty in finding suitable sites for sea-water reservoirs on this level.

Mr. CHAN A FOOK seconded, and after a few remarks from the President and Lieut.-Col. Ryan the motion was carried.

APPLICATIONS.

Application was made for permission to erect two water closets in the new Military Provost Prison in Garden road.

On the suggestion of Lieut.-Col. Ryan the application was adjourned.

Several applications for exemption from constructing back yards were dealt with.

A couple of applications for exemption from concreting the ground floors were dealt with.

THE PLAGUE IN BOMBAY CITY.

A return showing the number of plague cases and deaths in Bombay City from April 24th to May 7th was submitted. The number of cases for May 7th was 44 and the number of deaths 33, the numbers for the previous day being 76 and 41.

Lieut.-Col. Ryan minuted:—"The present daily rate of Hongkong is much greater in proportion to population."

HOUSE TO HOUSE VISITATION.

Papers relating to house to house visitation were submitted. Dr. Clark instructed the Chief Inspector as follows:—"The police engage in house to house visiting may now work from 5—8 a.m. and from 2—5 p.m., but must be distinctly given to understand that they are only to visit coolie houses, common lodging houses, opium divans, and premises where women are not likely to be found between 5 a.m. and 7 a.m. After 7 a.m. family houses may be entered."

Dr. Hartigan minuted:—"This should meet all objections."

THE HEALTH OF HONGKONG.

The death rate for the colony for the week ended May 9th was 39.0, against 31.7 for the previous week and 35.8 for the corresponding week last year. The rate for the following week was 35.2 against 48.2 for the corresponding week last year.

Dr. Hartigan minuted:—"Fevers seem to have almost completely disappeared—cleared out by the plague."

THE LIME-WASHING RETURN.

In his fortnightly lime-washing return Mr. J. H. Dandy (Chief Inspector) said:—

"The work in the Western Division has been delayed a little owing to the changes in the staff at the end of May."

"The work, however, still keeps to the old style—putting off till the last day allowed. Up to date it will be noticed, though half the period has gone, only one-tenth of the Western Division has been done. The infliction of heavy penalties has brought the Central District up to the full total required to be lime-washed. Including the Kowloon Peninsular owners have added to the Treasury close on a thousand dollars."

Dr. Hartigan minuted:—"Obstinate delays still. Any means of bringing delinquents to notice the fact of heavy fines imposed on Central District?"

This was all the business.

THE TROOPING OF THE COLOURS.

The colony was very enthusiastic on the 6th inst. when the news was published that Pretoria had been at length taken by Lord Roberts. The event was everywhere celebrated with the greatest enthusiasm, and deputations approached H.E. the Acting Governor to institute some sort of patriotic recognition. In response to the wishes of many, the Hon. C. P. Chater, C.M.G., as the Senior Unofficial Member, called on H.E. Major-General Gascoigne, C.M.G., to ask that in celebration of the capture of Pretoria the ceremony of the Trooping of the Colours by the Hongkong Regiment, postponed on the 4th inst. on account of the rain, might take place, and this His Excellency graciously consented should take place on the 7th on the new Parade Ground near Murray Barracks at 6 o'clock, when civilians were invited to attend. Splendid weather prevailed on the appointed day and the ceremony was brought off most successfully in the presence of a great number of spectators.

The men of the Hongkong Regiment were drawn up on the ground before 6 p.m., and looked remarkably well in their scarlet and yellow uniforms, brilliant turbans, and white leggings. Captain C. L. Berger, wing commander, was in command, and native officers commanded the companies, whilst the brass and bugle bands of the Regiment were also in attendance. Everyone was impressed by the smartness and excellent physique of the men, and the spectators frequently applauded the regiment as it went by in companies. On the arrival of Major-General Gascoigne he was received with a general salute, and he, accompanied by his staff, inspected the column. He congratulated Captain Berger on the appearance of the men, saying he was thoroughly satisfied with them. Then, headed by the Band, the colours were taken and escorted slowly past the saluting base and along the front of the column, the men presenting arms. The various companies marched past at slow and quick step, afterwards forming into double line, and marching forward to the saluting base, presenting arms. H.E. the General then called for three cheers for the Queen, in which all joined enthusiastically and gave an additional cheer. The ceremony terminated with the regiment marching off the ground headed by the bands.

THE EXTRAORDINARY AFFAIR AT ABERDEEN.

REMARKABLE INSTANCE OF NATIVE IGNORANCE.

One would naturally think that the Chinese of Hongkong, seeing that they are constantly brought into contact with Westerners, would know better than to believe stories of white people similar to those which obtain credence in the interior of China, and which are frequently at the bottom of attacks on missionaries and others; but every now and then incidents occur which go to show that many of the native population of Hongkong are as densely ignorant as their countrymen who hardly ever see a white man.

Many of our readers will remember that when Tytam Reservoir was being made some years ago the junk people at Shauiwan began to fire off cannon and guns, and when the reason was enquired into it transpired that an impression had got abroad that the white men were going to seize all the young children and old people and place them under the foundations of the reservoir for the purpose of appeasing the evil spirits, who were angry because the reservoir was being made where it was, the "fungshui" not being favourable. Many of the children had been taken away from school and with a good number of old people sent into the country for fear they should meet with this horrible fate.

It appears that an impression prevails that the railway from Kowloon to Canton will pass over a spot which it will not be lucky for it to pass over, and that to put matters right it will be necessary to bury a large number of old people and young children there. Accordingly at about half-past seven p.m. on the 31st ult. Sergeant Langley and the police at Aberdeen were thrown into a state of consternation by a tremendous cannonade and fusillade which proceeded from the harbour, the uproar being so great that they verily believed that war had suddenly broken out with Russia and that the Muscovites were upon us. Probably the sergeant's first impulse was to alarm the Garrison, not forgetting the Hongkong Volunteers, but on second thoughts he decided to look into the matter more closely before taking this step.

Hesoon learned that the firing, which emanated from the junks, was intended to frighten away a launch which it was said was coming from Hongkong to seize all the old people and young children and offer them up as sacrifices. Seeing that they were imbued with this idea, it is a wonder that the people were satisfied with firing merely blank shot. There is no telling what would have happened had ball cartridges been used. Sergeant Langley endeavoured to pour oil on the troubled waters, but for some time his efforts were unavailing. He then approached the head men of the village and urged them to go to the junk people and re-assure them. At first they were much averse to doing this, being afraid lest the terrified ones might pour a volley into them. Ultimately, however, they were prevailed upon to visit them. They found them in a state of tremendous excitement, but after a time they calmed down and seemed inclined to listen to reason.

At last the firing ceased, but early on the morning of the 1st inst. it was resumed with increased vigour, the report spreading like wild fire that the dreaded launch and its ghoul-like occupants had at last arrived. Again the people were with considerable difficulty re-assured, and no further alarm was raised.

From further details which came to hand it appeared that in consequence of the Dragon Festival quite a number of junks from a distance were assembled in the harbour. Consequently when a couple of launches containing Blue-jackets out for the day came up they went through the harbour at reduced speed in order to avoid colliding with the junks. Some of the occupants of the latter gave out that this was being done so that the whites could look round and see where the old people and young children were, so that they could return for them later on and take them to be burned under the foundations of the proposed railway from Kowloon to Canton to mollify the evil spirits for an interference with the "fungshui" of the place. Accordingly the schoolmaster at Aberdeen was seen and urged to allow the children to be taken away. Later on the cry was

raised that one of the launches was returning for the victims and the firing at once began.

On visiting the junks on the 1st inst. Sergeant Langley found one of the cannons loaded with two pounds of powder and a large quantity of iron nuts and bolts. The cannon was pointing to the entrance of the harbour towards Wan-chai, so that if a launch had happened to make its appearance from that direction something serious would undoubtedly have happened. Sergeant Langley took the precaution, when telephoning to the Central Police Station about the uproar, to advise that no one should come over in a launch, as if they did they would beyond doubt be fired upon, and this advice was fortunately acted upon.

At about ten o'clock on Sunday night Sergeant Langley heard a cannon fired, and on enquiring as to the cause was informed that a launch—containing probably a picnic party—had been seen to enter the harbour. On the shot being fired, however, she put out her lights and steamed away with all speed. Sergeant Langley took the owner of the junk on which the cannon was fired into custody, and on the 4th inst. the man was brought before Mr. Hazeland at the Magistracy and charged with an offence under sub-section 2 of section 28 of Ordinance No. 26 of 1891 (the Merchant Shipping Ordinance), which says that no cannon, gun, fire-arm, or fire-work of any description shall be discharged in the waters of the colony from any merchant vessel, except under certain conditions, under a penalty not exceeding \$200. The defendant admitted the offence, and was fined \$200.

TWO IMPERIAL DECREES.

THE EMPRESS AND THE BOXERS.

The following Imperial Decrees appear in the *North China Daily News* to whom they were communicated by telegraph. They are dated 29th May and 30th May respectively.

(1.) In view of the fact that, of late, a large number of the country people living in the vicinity of Peking had begun to learn and practice boxing and fighting, and in our fear that there may be evil characters among the good (the "good" people here are meant those who practice boxing with the intention of some day helping the Manchus against foreigners—Translator.) who might take the opportunity offered to create disturbances, we did repeatedly command the authorities outside Peking to exercise strict restraint upon the people and suppress the movement. We now, however, hear that large numbers of disbanded soldiers and secret society ruffians have entered the Boxer organisation as a cloak to their own designs and have seized the chance to create trouble. They have even gone so far as to kill some military officers, to burn telegraph poles, pull down the lines and destroy the railway. What difference then is there between such reckless conduct and the doings of men in actual rebellion? We hereby command the Generalissimo of our Armies (Jung Lu) to hasten, in conjunction with the local authorities, to capture the leaders of these ruffians and to disperse the gathering. If, indeed, the authorities are defied by these people, then measures must be taken to suppress the rebellion at once. People's hearts are nowadays most excitable and liable to be inflamed to a dangerous degree, whereby an attempt will surely be made to trouble the Christians. We command the local authorities to protect the latter from harm and prevent the culmination of a catastrophe.

(2.) We issued yesterday a special Decree concerning the Boxer outrages the day before and gave orders for their immediate suppression. Now the first thing of importance is to discover and capture the real leaders and culprits and disperse their followers. At the present moment we learn that the people in the vicinity of Peking and Chihli province are getting excited and unsettled, hence if measures be not taken for the speedy suppression of the outbreak it will be difficult by and by to distinguish the really guilty from those who have been merely led by the excitement of the moment. It will be hard to root out those who have thus incited the ignorant country people. We hereby command Ch'ung Li (Imperial Clansman), Commandant of the Peking Gendarmerie, the Governor of Peking, the Police Censors of the Five Cities of the Capital, and the Viceroy of Chihli, as well as

those holding military commands, to combine and arrest the real disturbers of the peace and all who heartily desire to commence a rebellion against the Government, and to punish all such to the severest extent of the law. Let there be no more shirking of responsibilities and delay or attempt at white-washing the matter at a time like this, and if there be failure in obeying our commands the responsibility will rest on the said Ch'ung Li and the civil and military officials above noted; we are determined that there shall be no leniency this time. As for those persons who have been found merely to have followed in the wake of, and encouraged the rioters without actually joining in the riots, these also must be strictly warned from doing so again and immediately dispersed on pain of condign punishment.

[Note:—This will leave a hole for all those who wish it to escape punishment who can say that they joined in "to see the fun," but refrained from active helping of the robbers.—Translator.]

THE HARBOUR MASTER'S REPORT.

The Annual Report of the Harbour Master for 1899 is published in the *Gazette*. We make the following extracts:—

SHIPPING.

The total tonnage entering and clearing during the year 1899 amounted to 18,101,309 tons, being an increase, compared with 1898, of 835,529 tons, and the same number in excess of any previous year.

There were 44,278 arrivals of 9,052,501 tons, and 44,349 departures of 9,048,808 tons.

Of British Ocean-going tonnage 2,587,478 tons, entered, and 2,587,369 tons cleared.

Of River Steamers (British) 1,774,728 tons entered, and 1,775,441 tons cleared; making a grand total of British tonnage of 8,725,016 tons entering and clearing.

Of Foreign Ocean-going tonnage 2,352,740 tons entered, and 2,347,745 tons cleared.

Of Foreign River Steamers 5,823 tons entered, and 5,823 tons cleared; making a grand total of Foreign Tonnage of 4,712,131 tons entering and clearing.

Of junks in Foreign Trade, 1,849,435 tons entered and 1,846,749 tons cleared.

Of junks in Local Trade, 482,297 tons entered, and 485,681 tons cleared.

Thus—

	per cent.
British Ocean-going tonnage represented	23.5
" River	19.5
Foreign Ocean-going	25.8
" River	0.6
Junk (Foreign trade)	20.3
" Local trade)	5.3

Five thousand three hundred and eighty-six (5,386) steamers, 58 sailing vessels, and 22,566 junks in foreign trade entered during the year, giving a daily average of 76.9 as against 96 in 1898.

For European-constructed vessels the daily average entry would be 14.91, against 15.17 in 1898, and, of the steamers entering, 68.17 per cent. were British.

Vessels under the British flag show a falling off of 48 ships. This may be attributed to the return to normal conditions of the shipping of the port. In 1898 there was a large extra number of tramp colliers entered from home. These were subsequently employed in the inflated rice trade to Japan, which continued up to the end of 1898. These steamers have now returned home. An additional cause for the diminution lies in the fact that the steamers of the Northern Pacific Line have turned over to the United States flag. There is also a great decrease in the number of sailing vessels calling here which, alone, would account for more than the 48.

The British tonnage, on the other hand, shows an increase of 19,368 tons. This may be accounted for by the gradual substitution of large for small vessels.

The actual number of ships, of European construction, (exclusive of River steamers) entering the port during the year 1899 was 603, being 312 British and 291 Foreign.

TRADE.

The principal features to be remarked as to the trade of the port for the year 1899 are:—

(i) A large increase reported in the Case Oil imported.

(ii) The import of Rice, which had more than doubled in 1898, shows a still further increase.

(iii) A great decrease in the Coal trade reported.

(iv) Sugar and Hemp also show a great falling off.

Comparing with 1898, we find that the Import Trade has decreased generally. The decrease being fairly evenly distributed among the several classes.

The Transit cargo has decreased.

In Exports, although the tonnage cleared has increased by 137,623 tons, yet the number of vessels is less by 7,027, and the Export Cargo has diminished by 91,677 tons.

REVENUE.

The total Revenue collected by the Harbour Department during the year was \$190,555.50, being an increase of, \$6,927.49 on the previous year.

1. Light Dues	\$52,406.93
9. Licences and Internal Revenue	39,127.53
3. Fees of Court and Office	99,021.07

Total, \$190,555.50

EMIGRATION.

Sixty-one thousand and seventy-five (61,075) Emigrations left Hongkong for various places during the year; of these, 44,358 were carried by British ships, and 16,717 by Foreign ships; 110,448 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 86,235 were brought in British ships, and 24,213 by Foreign ships.

SUNDAY CARGO-WORKING.

During the year, 233 permits were issued, under the provisions of the Ordinance; of these, 67 were not availed of owing to its being found unnecessary for the ship to work cargo on the Sunday, and the fee paid for the permit was refunded in each case, and 25 permits were issued, free of charge, to Mail steamers.

The Revenue collected under this heading was \$21,825; this was \$4,100 less than in 1898.

GENERAL.

As there appears no immediate prospect of any improvement in the accommodation provided for the work of the Harbour Department I desire to call special attention to the matter.

The present building was first occupied in 1874 or 25 years ago, the staff is practically the same as it was then, the pay taken on a sterling basis is less, and the tonnage has increased from 6,528,000 tons to over 18,000,000 tons.

The present offices are small, badly lighted, badly ventilated and badly arranged, in fact the Harbour Office combines all the disadvantages of which we have frequently heard in connection with the Post Office and the Law Courts; but being at the West end of the town and somewhat out of the European business quarter, it is out of sight and, I fear, out of mind.

As the Post Office of the largest Shipping Port in any British Possession abroad it is, to say the least of it, not creditable.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton 2nd June, 1900.

A PRIVATE CONDITION.

The pirates of the West river joining the local banditti of the East river are robbing and plundering the inhabitants there so much that the city of Wangchow being hemmed in by them the Governor Wang had to wire frequently to the Viceroy to despatch soldiers and gun-boats to relieve it. The Magistrate of Wuchow was instructed to enlist volunteers to protect the locality under his jurisdiction and the Viceroy So Tsee Hee also sent soldiers from Lening Chow to aid him.

LI HUNG-CHANG AND BRITISH AID.

It is stated that H.E. the Governor of Hongkong having graciously offered through the British Consul here to the Viceroy the British Naval force to destroy the West-river pirates, H. E. Li replied that he appreciated very much this kind offer as a token of the friendship which the British Government has always shown to China; that he is doing his best to try and send soldiers and gun-boats to destroy the pirates and robbers; and that if he could do so without putting the British Government to expense it would be better.

A SMART CAPTURE.

Not long ago the assistant compradore of a British steamer *Cheong Sha*, from Hongkong was kidnapped by pirates who, exacted a ransom for his deliverance. Upon the requisition of the English Government the Viceroy set nearly all the military officials and soldiers to hunt up this man, and capture the pirates; but with no success for a long time. At last Col. Mo Wing Tai in command of gun-boat *Tung E*, one of the most ablest and energetic officials in the Chinese navy under H. E. Li Hung Chang, was instructed to help. He went about and discovered the man at Mong-chow near Lappa Island and brought him back to Canton.

A WEST RIVER FLOOD.

Lately Katon, Lam Kong, Nam Cheong and other districts in the West river being flooded many people were killed or rendered homeless and fields and houses destroyed. H. E. the Viceroy requested the provincial Governor and other officials to issue lists of subscriptions for the relief of the sufferers.

THE CANTON RAILWAY.

Cheong Pat Sz, the chief director of the Canton Railway, left Singapore by the German mail on the 25th ult., and will probably come to Canton to interview the Viceroy with reference to the construction of the railway here.

THE PLAGUE AT CANTON.

The plague in Canton is said to be growing serious especially at the north gate, so the people were carrying a big joss and playing about a paper lion beating drums and gongs and firing crackers through all the streets to chase away the spirits of plague. There are no official records kept of the number of deaths daily. The only place where one can get information is from the coffin shops, or from those charitable institutions where coffins are given away free. If a person dies of plague his relatives and friends conceal the truth by telling that he has succumbed to fever, &c., to stop the landlord or neighbours turning them out of the house.

SWATOW NOTES.

[FROM A CORRESPONDENT.]

Swatow, 1st June.

EDUCATION AT SWATOW.

I visited the Tung Yun college here a few days ago. It is fairly well housed though there are not rooms enough for all the students. There are about thirty students in attendance all from this prefecture or Kia-ying. Mr. J. Yamashita is the instructor in Japanese and twenty young men are in his classes. Yun Mu-liu is the head of the school and directs the students in their Chinese studies. Japanese is the only branch not common to all Chinese academies.

THE REFORM MOVEMENT.

Hwang Kung-in has returned to Kia-ying. It is reported that during an interview he had with Li Hung-chang the latter showed him a letter he had recently received from Liang Kih-chow, the refugee editor; also a publication sent out by the Society for the protection of the Emperor, in which Mr. Kwong was mentioned as one among those in sympathy with the objects of the society.

Sentiments favourable to reform are frequently expressed now in Kai-ying by persons who only a few months ago were distinctly unfriendly to any real progress. The very active propaganda carried on among the Chinese emigrants in Siam and other places has an effect here. It is reported that vast sums of money have been raised or promised abroad in support of a revolutionary movement in case the Emperor is made away with.

A POPULAR OFFICIAL.

Mr. Hinrichs, for some years in charge of the I. C. Post office in Swatow, has been promoted to Kiachow. He handled all the mails for the little foreign community in Kia-ying and stations further up country. We found him uniformly obliging and accommodating and sincerely regret his departure, though glad it was by way of promotion.

[FROM ANOTHER CORRESPONDENT.]

Swatow, 2nd June.

SWATOW REGATTA.

Yesterday being the Dragon Boat Festival which is a holiday for the Customs and all the European Hongs, a Sailing Regatta took place, in

which eleven boats participated. This race was sailed on the Queen's Birthday, but was declared by the judge "No Race" owing to the three winning boats not covering the course in the specified time of three hours. The boats that sailed in the race were the following: "Ada," Mr. Haesloop, sailed by himself; "Ewo," Jardine, Matheson & Co., sailed by Mr. Lanring; "Feilung," Harbour Master, sailed by Mr. Blake; "Inthia," Butterfield and Swire, Mr. Williams; "Lungwang," Assistant, Mr. Lang; "Mabel," British Consular, Mr. Brian; "Oge," Pilot, Mr. O'Sullivan; "Taiying," Commissioner, Mr. Perry; "Tekke," Bradley & Co., Mr. Ferrier; "Trilby," Pilot, Mr. Pearne; "Uiseng," Doctor, Mr. Olsen.

The start of the race was a pretty sight to look at, the boats passed the stake-boat one after another with only about a few seconds between them. The wind and tide being in favour of the racers there was nothing left to be desired. As is usual in such races accidents of various nature occurred. The "Mabel," the Consular boat, dismasted and naturally did not finish. The favourite "Tekke" capsized and but for the prompt assistance rendered by approaching sampans, and particularly by Mr. Andrew who cruised about in a steam-launch, grave consequences might have ensued.

The race began at 2 p.m. and finished at about 4 p.m. with the following result. "Ewo" first prize, "Ada" second prize, and "Feilung" third prize. The prizes consisted of 70 per cent., 20 per cent., and 10 per cent. of the amount of entrance fees, which were \$5 per boat. By a strange coincidence there were no steamers in the stream, which made it far easier for the boats who took part.

The Regatta caused quite a stir and excitement among the inhabitants, and one could see throngs of Chinese viewing the race with the greatest of interest, as did the Europeans—which goes without saying.

The Chinese here do not seem to celebrate the great Dragon Boat Festival in so much pomp as the Chinese in Canton usually do. One also does not see here a race between two Dragon boats, which in itself is very pretty to watch.

MANILA.

[FROM OUR CORRESPONDENT]

Manila, 1st June.

AGUINALDO'S BODYGUARD DEFEATED—"EL PRESIDENTE" MAY BE DEAD.

Aguinaldo is on the stage again after several weeks of retirement. He is still in the role of fugitive, but this time it is more interesting, as the American troops have been very close to him on several occasions. During the last ten days Major March, of the 33rd U. S. Volunteers, with a company of the hardest men in the regiment, has followed the trail so closely that once, when night fell, only seven hours' travel separated him from the camping place of Aguinaldo's party. Next morning the chase was renewed, but the men played out during the noon heat, and being without rations and water they were forced to return.

Major March took the footsore fellows back to Bangued, mustered a fresh detachment and struck out for the trail again. Occasional information from friendly natives, combined with a fairly accurate knowledge of the roads and trails, finally put the men on the right track again, and after once catching up with the insurgents it was a race for life over the rugged mountains, and into the great Cagayan valley. Somewhere in the valley the enemy escaped and all efforts failed to produce the slightest sign of the direction taken. March continued down the valley to Aparri on the coast, where he is at present resting his command. He reports several skirmishes with a band of sixty to one hundred men supposed to be Aguinaldo's bodyguard. In one of the fights, near the little town of Sagad, an insurgent officer was shot from his horse, but his comrades rescued the body. Three natives were killed and two captured besides four ponies and seven rifles. The officer's horse and equipments were captured and it was found that the saddle was a regulation American cavalry model, probably captured from some wounded trooper months ago. The saddle bags were filled with official documents and many personal papers bearing

Aguinaldo's seal and dating back as far as last November.

An ineffectual search was made for the officer's body and then the men struck out to overtake the enemy again. The next day they encountered a patrol of the 49th U.S. Volunteers, doing duty in the river valley. They reported that a boat containing a body and two natives, apparently guarding it, had floated down the stream, but the width of the river and the rapid current, increased by the recent rains, had prevented capture. The same day the Thirty-third men, marching up the river bank, ran across a bundle of papers belonging to Dr. Barcelona, who was Aguinaldo's physician.

All these incidents grouped together make it just possible that Aguinaldo may have been killed. He was believed to have been with the band that March was chasing, and one of the officers in that band was killed, and in his saddle bags were found personal papers of Aguinaldo. That is all the definite information that we have.

GENERAL CAMPAIGN NOTES.

The general campaigning through the islands for last week resulted in the surrender or capture of one hundred and eighty-three men, including a colonel and seven officers. Forty-six insurgents were reported killed, and 208 rifles were captured. The main skirmishes occurred in northern and east central Luzon in the brigades of General Young and Funston, and in the Camarines provinces of South Luzon. In the last provinces over four hundred natives have been killed since the American occupation three months ago. Two additional troops of the 11th Cavalry U.S. Volunteers have been sent to the mountainous districts of the Comarines. This is the rich hemp-country, and the guerrillas and insurgents between them are playing havoc with the crops. The hemp plant forms a splendid shelter for roving bands, and a squad can run twenty yards off the roads, and be completely hidden. When the insurgents are beaten back they usually destroy the plantations as they desert them. With the additional Cavalrymen it is hoped to maintain a patrol sufficiently strong to insure the safety of peacefully inclined natives.

THE LOCAL OUTBREAK.

The agitation over the threatened uprising in Manila has temporarily dwindled, and other things are occupying the public mind. Rumor has it that the insurgents will hold off their little performance until the arrival of the American Commission. A telegram which appeared this morning in the local papers has occasioned laughable comment. It stated that Judge Taft will probably not administer the Philippines until the 1st of September, as he desires to give the army of General McArthur a free hand, also in an interview with Artocho, it was stated that "further bloodshed will be averted." Very good, but very contradictory statements. If Judge Taft is able to assume supreme control of the Government of these misguided islands by September he will greatly surprise the military. During the first four months, it is generally believed that the commission will devote itself to the study of the chief questions of government and administration.

PRESIDENTIAL CANDIDATE DEWEY.

Admiral Dewey's political fever is occasioning no end of fun in Manila. Here if in any place he has staunch and loyal friends, but they are all agreed in regretting his weakness in going into politics. An American cartoon, representing the eight-inch turret guns of the *Olympia* with the words "presidential boom" stamped on them was pasted up on the wall of a public building yesterday. Underneath the guns stands Mrs. Dewey in uniform, and a few feet off is the Admiral making a salute, as Mrs. Dewey tells him "you may fire when you are ready, George."

Japanese papers report that five Americans were arrested at Nagoya on the 24th inst. on suspicion of the terrible crime of taking photographs of the Prince and Princess Imperial in the neighbourhood of the railway station while their Highnesses were travelling by train. The Americans were examined last week by the police, who, however, keep the matter a profound secret.

SANDAKAN NOTES.

(FROM OUR CORRESPONDENT.)

Sandakan, 28th May.

THE QUEEN'S BIRTHDAY.

The Queen's Birthday was loyally observed here, a Royal salute being fired, and also a "feu de joie" at the early morning special Constabulary Parade, whilst the Royal Standard was flying at the Government House Flag-staff.

The Birthday decoration of H. E. Hugh Clifford with the order of C.M.G. has given intense satisfaction here, though it is, of course, recognised that the honour is for His Excellency's work in Perak, and has nothing whatever to do with the most excellent service he has already done for this territory.

THE KUDAT RAID.

Twenty-six of the natives concerned in the recent attempted raid on Kudat were very smartly captured last week. The Governor and a number of the Constabulary Staff left Kudat in the steamer *Labuan*, and, touching at three points between there and Bandassan, at dead of night, arrested the men, and secured a large quantity of arms, etc. The whole thing was carried out so successfully that there was not the slightest hitch, and "confessions" have been the order of the day. This carrying of the war into the enemy's own country, so to speak, will doubtless have a most salutary effect, and little, if any, further trouble is looked for. This, as an example of our new Governor's methods, is an index to his energetic and thorough mode of business.

A CURRENCY IMPROVEMENT.

Another important improvement we have to thank H. E. Hugh Clifford for is the legalisation of the tender of Singapore Bank Notes. The currency question, i.e., the tightness of money, owing to the small issue of Government Notes, has been the cause of growing discontent for some time past in the commercial community, and the legalising of Singapore Bank Notes in the territory is causing the greatest satisfaction.

SHIPPING NEWS.

The steam-launch *W. B. Pryer* recently built here by The North Borneo Trading Co., Ltd., has been sold to Messrs. Paaling & Co., the Contractors for the new Railway, for twenty thousand dollars.

The Chinese-owned steam-launch *Defiance* has capsized, through the breaking of a rope, in the Segalind river, and, it is feared, will prove a total loss.

HONGKONG.

It will interest many of our readers to learn that Warrant Officer Milligan, who will long be remembered as one of the most popular and able instructors the Hongkong Volunteer Corps has ever had, leaves for home to-day.

The return of visitors to the City Hall Library and Museum for the week ending 3rd June shows that 363 non-Chinese and 67 Chinese visited the former, 177 non-Chinese and 1,934 Chinese the latter.

On the 1st inst. Inspector Ford received information at No. 2 Police Station that a man had been seriously injured by falling from a verandah in Ship Street. On going to make enquiries he found that while endeavouring to get from the top verandah at No. 13 to No. 11 a Japanese missed his footing and fell a distance of between 40 and 50 feet. He alighted on his head, the result being that his skull was fractured. He also received other injuries and died before he could be removed.

At the Magistracy on the 7th inst. a Chinaman was charged with kidnapping four youths from Pakhoi. On the 2nd inst. Sergeant Smith (35) was standing near the Bank Wharf when he noticed a sampan going towards a steamer which was about to sail for Singapore. From the appearance of the occupants of the sampan his suspicions were aroused, and he followed them, and brought them back. It was subsequently found that the men had been brought from Pakhoi, being told that if they would come to Hongkong they would get \$15 a month and good food. When they arrived in Hongkong they were told that it would be necessary for them to go down to Singapore. The defendant was sentenced to six months' hard labour.

At the Magistracy on the 7th inst. the Chinaman who was arrested for attempting to murder his wife at Shaukiwan was committed for trial.

The Plague Returns for the week ending 2nd June show 81 cases and 75 deaths. Apart from Plague, the only cases of communicable disease in the colony during the week ending 2nd June were five of Enteric Fever, three in the city of Victoria and two in the harbour, imported; and one of Diphtheria outside the limits of Victoria. None of these cases ended fatally.

Among those who left on the 6th inst. by the *Empress of China* was Mr. Herbert Smith, whose departure, so soon after his appointment to the Legislative Council vice Mr. T. H. Whitehead, will cause general regret. Mr. Smith will be a great loss to the colony, whose good wishes he carries with him.

The musical box stolen from the office of Mr. Mumford, Lloyd's agent, in Beaconsfield Arcade last week has been recovered by the police, who found it in a secondhand furniture shop in Hollywood Road. The dealer, who was arrested for being in unlawful possession, said the article had been left with him to sell, but that he did not know the person who had left it. The defendant appeared before Mr. Hazeland at the Magistracy on the 1st inst., when a clerk from the office of a local solicitor appeared and asked for a remand. His Worship, however, declined to listen to the application until it was made by the solicitor himself.

The police have had a lively time of it lately, two cases of assault upon them being enquired into at the Magistracy on the 5th inst. In one case the defendant was a naval officer who was charged with being disorderly on Saturday night and with assaulting the police. The story told by the police was to the effect that at about 11.45 p.m. on the 2nd inst. an Indian constable had occasion to reprimand the defendant. The latter resented this, and pushed the constable into the channel and went away. The Indian reported the matter to P. C. Moore, and on the defendant again making his appearance Moore told him he had no right to push the constable, and he had better come up to the Police Station and see the Inspector. The defendant said he would do no such thing, and on the constable putting his hand on him struck him a blow in the face. The Indian and a Chinese *lukong* who interfered were also struck by the defendant. The latter then tried to run away, but was stopped by Sergeants Smith and MacSwayed. The police had considerable difficulty in getting the defendant to the Police Station.—Mr. Mounsey, for the defence, contended that his client should have been summoned instead of arrested. He did not like being handled and lost his temper. As the assault was but a slight one he suggested that a small fine would suffice.—A fine of \$10 was imposed.

In the other case three Norwegians from the *Liv* were the defendants, their names being Johnson, Seawood, and Libson. Johnson was charged with being drunk and disorderly, and the other two with assaulting the police. Johnson and Libson pleaded guilty, but Seawood protested that he knew nothing about the affair. Sergeant MacSwayed said that at 25 past nine p.m. on the 4th inst. he and Constable Last took Johnson into custody for being drunk and disorderly. Seawood was present at the time and attempted to take Johnson from their custody. Witness pushed him off and he went into the porch of the Central Hotel and struck Constable Last on the head with his fist, also giving him several blows about the neck and breast. He released his hold of Johnson, leaving him in the custody of the constable, and seized Seawood, overpowering him after a struggle. He told him what he was going to charge him with. He turned round to pick up Seawood's hat when he saw Johnson and the constable on the ground with the third defendant Libson striking the constable with his fists on the back. He dragged his prisoners towards Libson and caught hold of him. At the same time he drew the constable's truncheon and struck Libson, who had rushed at him, on the head. The second defendant then broke loose, but was caught again. All the defendants were then taken to the Police Station.—Johnson was fined \$10 or a month, and the other men were sentenced to a month's imprisonment without the option of a fine.

The U.S. *Oregon*, which arrived on the 31st ult., is going into dock, after which she will return north.

On the 31st ult. an old woman fell into the water at Aberdeen from a small boat and was drowned, the body being recovered later on.

It is notified in the *Gazette* that Mr. W. F. Aldrich is recognized as Vice and Deputy Consul General for the United States in Hongkong.

We regret to say that in consequence of indisposition the Chief Justice (Sir John Carrington, Kt., C.M.G.) was unable to attend the Supreme Court on the 1st inst.

It is announced in the *Gazette* that Mr. H. E. Pollock is to be president of the Land Court and Mr. H. J. Gompertz a Member of the Court. Mr. J. H. Kemp is appointed Registrar.

The 1st inst. was the fifth day of the fifth moon, on which the Dragon boat festival, described by our Canton correspondent on the 28th ult., takes place. Chinese observers of the festival were seen as well as heard in the harbour yesterday morning.

P.C. Apley and a party of excise officers made a fine haul on board the *Sunkiang* on her arrival in the harbour on the 1st inst. When searching the coal bunkers they came across 700 taels of opium hidden underneath the coal. One of the firemen, who was the only person in charge at the time, was arrested.

Some discontented carpenters at Aberdeen struck work last week, demanding a rise in pay and with the object of inducing their fellow-carpenters who had remained at their work to join them posters were issued, saying that if they did not do so the association would engage men to beat them. The man who was engaged in issuing these posters was secured by the police, and dealt with at the Magistracy on the 2nd inst. for intimidation.

At the Magistracy on the 1st inst. eight or nine men were fined \$2 each for plying with rickshaws without licenses. It was explained that it was a common thing for the licensed coolies, when they had had a good day, to take a holiday and hire out their rickshaws to others, and that it was generally the latter who had disputes with their fares, in consequence of their desire to make as much as they could while in charge of the vehicles.

On Thursday, the 7th inst., H. E. the Officer Administering the Government courteously forwarded to the *Daily Press* a copy of the following telegram which he received from the Secretary of State for the Colonies:—

6th June, 1900.

The Queen commands me to express her appreciation of Hongkong's congratulations on Lord Roberts' entry into Pretoria.

Indian constable 746 is at present in hospital suffering from a severe wound on the head caused by a large jagged stone thrown at him while engaged in dispersing a crowd on the Praya on Friday night, the 1st inst. His tunic, which was produced at the Magistracy, was literally soaked in blood. It seems that he had arrested a man for disorderly conduct, and was taking him to the Police Station, when the crowd which had assembled commenced to throw stones, one striking him on the head. Fortunately the man who threw it was seized by Indian constable 846, who took him to the Police Station. The injured man was removed in a chair. The defendant was brought before Mr. Hazeland on the 2nd inst. and remanded until the 7th inst.

At the Magistracy on the 4th inst. a man named Leung Sik was charged with being in illegal possession of arms. Mr. Mounsey, who appeared for the defendant, said his client returned from San Francisco in the *Rio de Janeiro*, and purposed going on to Canton. When in San Francisco he was asked to take four Winchester rifles to Canton as personal luggage, the bills being made out to a firm in Canton, and during transshipment the rifles were seized. Under the circumstances he asked His Worship to impose a nominal penalty and allow the defendant to proceed to Canton with the arms.—Inspector Gauld admitted that what Mr. Mounsey had said was correct.—Sergeant Gourlay said a lot of arms were taken into China in this way.—Mr. Hazeland imposed a fine of \$5 and ordered the arms to be forfeited, telling Mr. Mounsey he had better apply to the Colonial Secretary and see whether he would allow the defendant to have the arms.

Mr. F. Hazeland commenced his duties as Acting Public Magistrate on the 1st inst.

Mr. A. R. Grieve has been appointed Lieutenant in D Company, Hongkong Volunteer Corps.

On the 9th instant, H.M.S. *Undaunted* left the harbour for Singapore, while H.M.S. *Linnet* started for Shanghai.

Owing to the rain yesterday evening the Trooping of the Colours by the Hongkong Regiment was unavoidably postponed.

At the Magistracy on the 7th inst. 13 persons residing in the Central District were ordered to pay fines ranging from \$5 to \$10 for neglecting to lime-wash their tenements.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

M. S. Northcote 5

At the offices of the Public Works Department on the 5th inst. Mr. G. J. W. King offered for sale by auction Kowloon Lot No. 1,085, which was purchased by the Rev. W. Banister for \$864—\$20 above the upset.

A *Government Gazette Extraordinary* on Wednesday notified the receipt of a telegram from the Colonial Secretary, Singapore, dated 6th inst., to the effect that "Chinese Coolie emigration is prohibited by vessels sailing from Hongkong after 7th June."

At the Magistracy on the 7th inst. the occupant of No. 10, Des Vœux Road, was fined \$50 for discharging sullage water into the side channel. The tenant of 83 Praya, Central was fined \$40 for a similar offence. A fine of \$50 was imposed upon Ah Wing, contractor, for carrying out drainage work contrary to the Bye-law.

On the arrival of the French mail from Saigon Chief-Detective Inspector Hanson went on board with a warrant for the arrest of a Chinaman from Saigon, who was wanted for embezzling \$2,000. When arrested the man was found to be in possession of all the money with the exception of about \$200. The defendant admitted his guilt at the Magistracy, and on the application of the French Consul an order was made authorising his being sent back to Saigon.

The 2nd inst. was the day fixed upon for the second gymkhana meeting of the season. In consequence of the rain notices were sent out postponing the meeting, but the weather subsequently clearing up it was decided to go on with it. The first event—a five furlongs race—took place and then the rain came down heavily. Mr. G. H. Potts's *Tocsin* won the first prize, which was presented by Consul-General Wildman. Mr. Potts's *Demon King* also carried off the second prize—\$20. Mr. K. Wibels's *Minor* came in third. The band of the Welsh Fusiliers was in attendance.

As the launch belonging to Messrs. Fenwick and Co. lay alongside the wharf of Praya East between five and six o'clock a.m. on the 3rd inst. Lo Chuk, the coxswain, a man about 27, and Ng To, the fireman, a boy about 17, began to quarrel. From words they came to blows, the fireman ultimately taking up a chisel and striking the other man with it over the left loin. A Chinese lukong who saw the quarrel interfered and took the fireman into custody the injured man being taken to the Hospital. It was not anticipated at the time that the injury would prove very serious, but yesterday morning the man had a relapse and died. Later on the fireman was brought before Mr. Hazeland at the Magistracy and charged with wilful murder. He was remanded until the 8th inst.

A meeting of Her Majesty's Justices of the Peace was held at the Magistracy on the 6th inst. for the purpose of considering two applications. The first was from Mr. Matilda Moore for an adjunct licence for the retail sale of intoxicating liquors as an adjunct to her business as boarding-house keeper on the premises situate at house No. 29, Wyndham Street under the sign of "The Pelham House." The other application was from Joseph Robert Grimble for an adjunct licence for the retail sale of intoxicating liquors as an adjunct to his business as hotel keeper on the premises situate at Wong-neichong valley under the sign of "The Happy Retreat." The first application was granted and the second refused. The Justices present were Messrs. Hazeland (Chairman) Badeley, Ladds, May, Shelton Hooper, and Melbourne, First Clerk of the Magistracy.

Lieut.-Colonel N. P. O'Gorman has been granted an extension of six months from April 18 in his appointment as D.A.A.G., China.

Two men from Pakhoi were dealt with at the Magistracy for bringing five girls into the Colony for the purpose of emigration. The defendants had brought the girls from Pakhoi and purposed taking them to Canton and selling them there.

At the Magistracy on the 6th inst. Chan On was brought before Mr. Hazeland charged with attempting to murder his wife at Shaui-wan on the morning of the 27th inst. He attacked her with a chopper as she lay in bed. She, however, managed to escape and the prisoner gave himself up to the police. The woman was taken to the Hospital. She had sufficiently recovered to be able to appear, when the man was further remanded.

COMMERCIAL.

SILK.

CANTON, 25th May.—Silk.—Tsatsies.—No settlements are reported. Re-reels.—A few bales of yellow Shantung Re-reels No. 1 have been sold at \$650 per picul. Filatures.—A fair business has been done at constantly receding prices. From prices paid we quote: \$855 for Kwong Sun Hang 11/13, \$840 for Kwong Wo Hang 11/13, \$830 for Kwong Yuen Hang 11/13, \$825 for Kai Sun Cheong 13/15, \$820 to \$815 for Shing King Lun, Kwong Lun On, and King Lun Tai 9/11, \$800 for Kwong King Yuen and Po King Cheong 10/12, \$790 for Wing Wo Lun 9/11, \$780 for Shing King Loong and Kwong Wo On 10/12, \$760 to \$755 for Koun King and Yu Ye Lun 18/22, and Wa Kee 10/12, \$750 for Man Po Sing 16/20, \$740 for Yee Wo Cheong 20/24, \$720 to \$710 for Yee Wo Cheong, King Wo Cheong and Wa Kee 18/22, \$630 for Soey Wo Cheong 13/15 and Quan Hang 16/20. Short-reels.—Very little has been done in Short-reels for America, and \$740 have been paid for Kwong Sun On and Min Wo Cheong 14/16, \$710 for King Cheong Wo 14/16. Waste.—Almost nothing has been done, and prices declined \$5 to \$8 per picul. We append quotations in Canton, with laying down cost in London and Lyons, Exchange 4 months' sight, 1/11½, and Fcs. 2.50½ per Dollar.

CAMPBOR.

HONGKONG, 8th June.—The downward tendency continues, market being very weak. Quotations for Formosa are: \$91.75 to \$92.00; sales 100 piculs.

SUGAR.

HONGKONG, 8th June.—The prices are going downward, the activity having been arrested. Quotations are:—

Shekloong, No. 1, White.....	\$7.56 to \$7.70	pcul.
do. " 2, White.....	7.10 to 7.15	"
Shekloong, No. 1, Brown ...	5.25 to 5.30	"
do. " 2, Brown ...	5.10 to 5.15	"
Swatow, No. 1, White.....	7.75 to 7.80	"
do. " 1, White.....	7.15 to 7.20	"
Swatow, No. 1, Brown ...	5.15 to 5.20	"
do. " 2, Brown ...	5.05 to 5.10	"
Foochow Sugar Candy	11.60 to 11.65	"
Shekloong "	9.75 to 9.80	"

MISCELLANEOUS EXPORTS.

Per German steamer *Prinz Heinrich*, sailed on the 2nd May. For Trieste:—300 bales cassia, 200 bales broken cassia, 200 bales rattan-shaving and 5 cases essential oil. For Suez:—14 cases palm leaf fans. For Odessa:—200 boxes cassia. For Genoa:—240 bales raw silk, 101 bales waste silk and 17 boxes tea. For Antwerp:—310 bales bamboo scrap, 80 rolls matting, 80 bales feathers, 39 cases Chinaware, 17 bales split bamboo, 7 cases blackwoodware, and 3 cases cigars. For Antwerp/Hamburg:—110 bales feathers. For Antwerp/Hamburg/London:—167 bales cassia buds and 6 boxes bristles. For Amsterdam:—14 cases Chinaware. For Amsterdam/Rotterdam:—30 cases ginger. For Rotterdam:—7 cases Chinaware. For London:—298 rolls matting, and 25 cases essential oil. For Bremen:—231 rolls matting. For Hamburg:—604 bales feathers, 123 rolls matting, 41 cases tea stick, 30 cases essential oil, 10 bales rattan-shaving, 8 cases preserves and 7 cases blackwoodware. For Hamburg/Copenhagen:—24 bales rattan-core. For Copenhagen:—43 rolls matting and 2 cases curios.

Per steamer *Regulus*, sailed on the 10th May. For New York:—3,000 bales hemp, 1,520 pkgs. tea, 763 bales split bamboo, 232 packages rattan.

ware, 210 packages canes, 160 boxes cassia, 35 packages bristles, 86 cases Chinaware, 38 cases blackwoodware, 11 cases fans, 41 cases human hair, 22 cases paper, 95 bales rattancore, 90 packages joss sticks, 25 tubs ore, 15 casks preserves, 30 cases fire-crackers and 2,201 packages merchandise.

Per P. & O. steamer *Chusan*, sailed on the 12th May. For London:—1 case cigars from Manila, 2,467 cases tea and 12 bales feathers from Foochow, 355 rolls mats and matting, 41 bales feathers, 10 bales raw silk, 4 cases silks, 2,098 boxes tea (44,058 lbs), 8 cases cigars, 2 packages grass matting and 4 packages sundries. For Marseilles:—6 cases silks and 184 bales raw silk. For Lyons:—512 bales raw silk. For Milan:—5 bales raw silk. For St. Etienne:—30 bales raw silk. For New York:—10 bales raw silk.

OPIUM.

HONGKONG, 8th June.—Bengal.—The tone of the market has been very firm and prices advanced to \$1,020 for both New Patna and Benares and to \$1,080 for Old Patna. Old Benares is nominally quoted at \$1,025.

Malwa.—Has been dealt in sparingly at \$910/920 for 2 years, at \$920/930 for 3 years, \$940/950 for 4/5 years.

Persian.—Some sales were made in fine quality at \$880/900, and at a little lower quality at \$830.—Yezed opium is still unsalable.

STOCK.

Patna	837 chests.
Benares	267 "
Malwa	502 1/2 "
Persian	2,240 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1900.	\$	\$	\$	\$	\$	\$
June 1	1,000	1,065	1,000	1,020	880	910 50
June 2	1,000	1,065	1,000	1,020	880	910 50
June 4	1,000	1,065	1,000	1,020	880	910 50
June 5	1,000	1,065	1,000	1,020	880	910 50
June 6	1,020	1,080	1,020	1,025	880	910 50
June 7	1,020	1,080	1,020	1,025	880	910 50
June 8	1,020	1,080	1,020	1,025	880	910 50

COTTON.

HONGKONG, 8th June.—At a slight decline, small business was put through. Stock, about 5,000 bales.

Bombay	23.00 to 23.50 picul.
Kurrachee	— to — "
Bengal (New), Rangoon, and Dacca	23.50 to 24.50 "
Shanghai and Japanese	25.00 to 26.00 "
Tungchow and Ningpo	25.00 to 26.00 "
Madras (Best.)	— to — "
Sales	230 bales.

YARN.

Mr. P. Eduljee says in his Report, dated Hongkong, 8th June.—The expected demand has at last made its appearance and notwithstanding the intervention of the "Dragon" Festival, sales to the extent of nearly 8,000 bales are reported, as noted below. Prices obtained, however, are very unsatisfactory, and all more or less show a decline of 50 cents to \$2 per bale on previous quotations, and as importers are still willing sellers, we cannot look for any immediate improvement therein. Under ordinary circumstances an advance in values would have taken place, but the comparatively low range of values ruling in the large neighbouring market of Shanghai, combined with the frequent and sudden fluctuations in the prices of Japanese Spinnings, is forcing the hands of importers, who would now appear to have lost all patience, and are meeting the market freely. Stocks show a small falling off during interval, and under ordinary circumstances our present estimate would not be considered heavy.

Local Spinnings:—After a long interval about 800 bales No. 10s. of the Hongkong, S. W. and Deying Mills have found buyers at \$94.

Japanese Spinnings:—Have suffered violent fluctuations. In the beginning of the interval some forced sales of one or two favourite tickets by weak holders, at fully \$2 to \$3 under market rates, created a sort of panic amongst dealers. The firmness of strong and principal importers however, subsequently rallied the market and at the close the decline has been almost recovered in one or two instances. Sales amount to 950 bales, comprising 95 bales No. 16s., and 855 bales

No. 20s.; say No. 16s., 95 bales Kanegafuchi at \$99 1/2 and No. 20s., 100 bales and Shensu and 100 bales Kanegafuchi at \$101 and 955 bales. Settsu at from \$101 to \$103.

Raw Cotton:—In Indian staples, the market is steady for best qualities which are scarce, medium and common being entirely neglected. About 300 bales machine-ginned Bengal have found buyers at from \$23 1/2 to \$24 during the interval. Estimated unsold stock about 4,000 bales. No business has been reported in China descriptions. Quotations are Bengal \$20 to \$25. Rangoon \$18 to \$24, and China \$26 to \$27.

Exchange on India continues steady with but little alteration and closes to-day at Rs. 146 for T/T and Rs. 146 1/2 for Port. On Shanghai 72.

From the 12th ultimo to the 2nd instant the under noted business has been effected in Shanghai in Indian, Japanese, and Local Spinnings viz:—

Indian.—Total sales 6,843, bales, comprising 75 bales No. 6., 4,657 bales No. 10s., 150 bales No. 12s., 170 bales No. 16s. and 1,791 bales No. 20s., prices remaining with little alteration as those last given and market closing steady. Estimated unsold stock about 53,000 bales.

Japanese.—Total sales 3,500 bales on the bales of Tls. 71 1/2 to 73 1/2 for No. 16s. and Tls. 76 1/2 to 78 for No. 20s., prices showing a decline of half to one Tael and market closing weak. Estimated unsold stock about 22,000 bales.

Local:—Are dull of sale, settlements aggregating only about 1,700 bales (packed) on the basis of Tls. 67 1/2 to 70 for No. 10s. Tls. 72 1/2 to 74 for No. 12s. Tls. 75 1/2 to 77 for No. 14s. and Tls. 75 to 78 for No. 16s., market closing quiet.

RICE.

HONGKONG, 8th June.—The weakness continues, and the prices are further declining. Quotations are:—

Saigon, Ordinary	\$2.75 to 2.80
" Round, Good quality	3.00 to 3.05
" Long	3.20 to 3.25
Siam, Field mill cleaned, No. 2	2.95 to 3.00
" Garden, " No. 1	3.30 to 3.35
" White	4.05 to 4.10
" Fine Cargo	4.25 to 4.30

COALS.

HONGKONG, 8th June.—Small sales of Japan

Coals; Cardiff offering. Quotations are:—

Cardiff	\$26 ex ship, nominal
Australian	12.25 ex godown, nominal
Yubari Lump	\$11.00—ex godown
Mitki Lump	8.00 to 8.50 nominal
Moji Lump	6.50 to 8.50 ex ship, steady
Hongay double screened	11.50 to 12 ex godown
Hongay Lump	8.00 to 8.50 ex ship
Hongay Dust	5.50 — "
Briquettes	14.60 — ex godown

MISCELLANEOUS IMPORTS.

HONGKONG, 8th June.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn:—50 bales No. 6 at \$77.50, 1,450 bales No. 10 at \$87 to \$95, 650 bales No. 12 at \$91 to \$94, 300 bales No. 16 at \$97 to \$101, 1,000 bales No. 20 at \$98 to \$106.

METALS.—Quicksilver.—100 flasks at \$173. Lead.—840 piculs new chop at \$9.90.

COTTON YARN.—

Bombay—Nos. 10 to 20s	\$ 80.00 to \$106.00
English—Nos. 16 to 24	114.00 to 120.00
" 22 to 24	116.00 to 122.00
" 28 to 32	129.00 to 133.00
" 38 to 42	147.00 to 154.00

COTTON PIECE GOODS.—

Grey Shirtings—6 lbs.	2.00 to 2.10
7 lbs.	2.20 to 2.25
8.4 lbs.	2.75 to 3.60
9 to 10 lbs.	3.70 to 4.65
White Shirtings—54 to 56 rd.	2.55 to 2.75
58 to 60 "	3.00 to 3.75
64 to 66 "	4.00 to 4.75
Fine	5.00 to 7.75
Book-folds	4.35 to 6.25
Victoria Lawns—12 yards	0.75 to 1.50
T-Cloths—6lbs. (32 in.), Ord'y.	1.65 to 1.80
7lbs. (32 ")	1.90 to 2.10
6lbs. (32 "), Mexs.	1.80 to 2.00
7lbs. (32 ")	2.35 to 2.70
8 to 8.4 oz., (36 in.)	2.70 to 3.40
Drills, English—40yds., 14 to 16 lbs.	4.10 to 7.00

FANCY COTTONS.—

Turkey Red Shirtings—1 1/2 to 8 lbs	1.75 to 7.00
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Brocades—Dyed	4.20 to 5.20 per yard
Chintzes—Assorted	0.08 1/2 to 0.17
Velvets—Black, 22 in.	0.26 to 0.85
Velveteens—18 in.	0.23 to 0.28 per dozen
Handkerchiefs—Imitation Silk	0.40 to 2.00 per yard
Spanish Stripes—Sundry chops	0.90 to 1.70
German	— to —
Habit, Med., and Broad Cloths	1.55 to 1.75 per piece
Long Ells—Scarlet	6.70 to 10.30
Assorted	6.80 to 10.40
Camlets—Assorted	12.50 to 21.00
Lastings—30yds., 31 inches, Assorted	11.50 to 22.00
Orleans—Plain	8.50 to 10.00 per pair
Blankets—8 to 12 lbs.	4.20 to 16.00

METALS.—

Iron—Nail Rod	5.75 to — per picul
Square, Flat Round Bar (Eng.)	5.80 to —
Swedish Bar	8.00 to —
Small Round Rod	6.50 to —
Hoop 1/2 to 1 1/2 in.	6.75 to —
Wire 15/25	9.50 to —
Old Wire Rope	2.50 to —
Lead, L. B. & Co. and Hole Chop	10.50 to —
Australian	10.00 to —
Yellow M'tal—Muntz 14/20 oz.	40.50 to —
Vivian's 14/20 oz.	40.50 to —
Elliot's 14/20 oz.	40.50 to —
New Chop, 14/20 oz.	— to —
Composition Nails	65.00 to —
Japan Copper, Slabs	39.50 to —
Tin	80.00 to —

Tin-Plates	7.75 to — per box.
Steel 1/2 to 1	6.75 to — per cwt. case
SUNDRIES.—	per picul
Quicksilver	173.50 to —
Window Glass	6.50 to — per box.
Kerosene Oil	2.86 to — per 10-gal. case

JOINT STOCK SHARES.

HONGKONG, 8th June.—The market has been fairly brisk during the week under review and a fair general business has been transacted, chiefly at advanced rates, market closing from steady to strong.

BANKS.—Hongkong and Shanghai continued steady in the early part of the week with a fair business at 317 per cent. prem. for cash and equivalent rates forward, chiefly for July and August at 325 and 329. At time of closing higher rates prevail for cash and shares could be placed at 318. Nationals unchanged and without business.

MARINE INSURANCES.—China Traders have changed hands at \$54 and \$54 1/2; Cantons at \$132 1/2 and Unions at \$260. With no local business to report in the Northern Insurance quotations are taken from the latest Shanghai circulars.

FIRE INSURANCES.—Hongkong's continue on offer at \$295 without business, while Chinas have changed hands and rule steady at \$79.

SHIPPING.—Hongkong Canton and Macao have been dealt in to some extent at \$30 1/2 and \$30 1/2, closing with further buyers at latter rate. Indos have further declined to \$88 with sellers and no sales. China and Manilas have changed hands at \$65 ex now issue. China Mutuals unchanged and without business.

REFINERIES.—China Sugars and Luxons continue entirely out of the market with no business to report.

MINING.—Punjoms have been negotiated at \$6.10, closing rather firmer at that rate. Queen, Jelesbus, and Olivers have changed hands at quotations in unimportant lots. Charbonnages remain neglected. Raubs continue steady with small sales at \$58. Great Easterns have been placed at 50 cents.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have ruled firmer and after small sales at \$485 and \$490 have advanced to 500 per cent. premium. Kowloon Wharfs continue quiet with only small sales at \$86 1/2. Wanchais unchanged and without business.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been placed during the week at

\$134½, \$135 and later at \$134 market closing steady at 134½. Hotels have been enquired for in a small way at \$120 and \$121. Kowloon Lands are on offer at \$25½. West Points have ruled weaker with sales at \$46½, but shares are not now obtainable under \$48. Humphreys have found buyers at \$10½ and close steady at that.

COTTONS.—No local business to report. Quotations for the Northern Mills are taken from the latest Shanghai Circulars.

MISCELLANEOUS.—Green Islands after sales at \$19½ \$30 \$20½ and \$20½ have improved to \$21½ with sales (ex new issue). China Borneos are still enquired for at the enhanced rate of 25 without bringing any shares on the market. Ices have been placed at \$165½. China Providents at \$9.90 and Watkins at \$10½.

Closing quotation are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	\$523½, buyers
China & Japan, ordy.	£4	£1.
Do. deferred	£1	£5 5s.
Natl. Bank of China		
B. Shares	£8	\$27, sales & buys.
Foun. Shares...	£8	\$20.
Bell's Asbestos E. A.	£1	\$14, buyers
Campbell, Moore & Co.	\$10	\$16, buyers
China Prov. L. & M.	\$10	\$9.90, sellers
China Sugar	\$100	\$125, sellers
Cotton Mills—		
Ewo	Tls. 100	Tls. 60.
International	Tls. 100	Tls. 60.
Laon Kung Mow	Tls. 100	Tls. 60.
Soychee	Tls. 500	Tls. 375.
Yahloong	Tls. 100	Tls. 50.
Hongkong	\$100	\$37, sellers
Dairy Farm	\$6	\$8½, buyers
Fenwick & Co., Geo.	\$25	\$48, sellers
Green Island Cement...	\$10	\$21½, sellers
H. & C. Bakery	\$50	\$50.
Hongkong & C. Gas	£10	\$127.
Hongkong Electric	\$10	\$11.85, sales
H. H. L. Tramways	\$100	\$165, buyers
Hongkong Hotel	\$50	\$121, buyers
Hongkong Ice	\$25	\$165½, sales & buys.
H. & K. Wharf & G.	\$50	\$86½, buyers
Hongkong Rope	\$50	\$170.
H. & W. Dock	\$125	500 p. ct. prem.=
Insurance—		
Canton	\$50	\$130, buyers
China Fire	\$20	\$79, sales & buyers
China Traders'	\$25	\$55, sales & buys.
Hongkong Fire	\$50	\$295, sellers
North-China	£25	Tls. 165.
Straits	\$20	90 cents, buyers
Union	\$50	\$260, buyers
Yangtze	\$60	\$121, sellers
Land and Building—		
Hongkong Land Inv.	\$50	\$134½, buyers
Humphreys Estate...	\$10	\$10½, buyers
Kowloon Land & B.	\$30	\$25½, sellers
West Point Building	\$50	\$48, sellers
Luzons Sugar	\$100	\$36.
Mining—		
Charbonnages	Fcs. 250	\$290, sellers
Gt. Estn. & C'donian	\$3	50 cents
Do. Preference	\$1	40 cents
Jebebu	\$5	\$12.25.
Queen's Mines Id.	25c.	18 cents
Oliver's Mines, A.	\$5	\$34.
Do. B.	\$4	\$3.
Punjom	\$7	\$6.10, buyers
Do. Preference	\$1	\$1.30.
Raubs	16s. 10d.	\$58, buyers
New Amoy Dock	\$6½	\$22, buyers
Steamship Coys.—		
China and Manila...	\$50	{ \$100, o.c.n. issue
China Mutual Pref.	£10	{ \$65, s.ex.n. issue
China Ordinary	£10	{ \$15½, new issue
Do.	£5	£5 5s., buyers
Douglas Steamship	\$50	\$48½, sellers
H., Canton and M.	\$15	\$30½, buyers
Indo-China S. N.	£10	\$8.
Shell Transport and		
Trading Co.	£100	£310, sales
Star Ferry	\$10	\$18, sales & sellers
Tebrau Planting Co.	\$5	\$5, sellers
Do.	\$3	\$3.
United Asbestos	\$4	\$8½.
D.	\$10	\$11, buyers
Wanchai Warehouse...	\$37½	\$54½, buyers
Watkins, Ltd.	\$10	\$10½, sellers
Watson & Co., A. S.	\$10	\$16, sellers

J. Y. V. VERNON, Broker.

CLOSING QUOTATIONS.

FRIDAY, 8th June.

EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/11 7/8
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credits, at 4 months' sight	1/11 1/2
Documentary Bills, 4 months' sight	2/0
ON PARIS.—	
Bank Bills, on demand	2.46½
Credits, at 4 months' sight	2.50½
ON GERMANY.—	
On demand	2.00½
ON NEW YORK.—	
Bank Bills, on demand	47½
Credits, 60 days' sight	48½
ON BOMBAY.—	
Telegraphic Transfer	146
Bank, on demand	146½
ON CALCUTTA.—	
Telegraphic Transfer	146
Bank, on demand	146½
ON SHANGHAI.—	
Bank, at sight	72
Private, 30 days' sight	73
ON YOKOHAMA.—	
On demand	3½ p.cpm.
ON MANILA.—	
On demand	2½ p.cpm.
ON SINGAPORE.—	
On demand	1½ p.cpm.
ON BATAVIA.—	
On demand	117½
ON HAIPHONG.—	
On demand	3 p.cpm.
ON SAIGON.—	
On demand	2½ p.cpm.
ON BANGKOK.—	
On demand	60
SOVEREIGNS, Bank's Buying Rate	10.13
GOLD LEAF, 100 fine, per tael	52.85
BAR SILVER, per ox.	27½

TONNAGE.

HONGKONG, 8th June.—During the past two weeks there has been a limited demand for tonnage, and freights have declined. From Saigon to Hongkong, the rate is nominally 22 cents per picul; to Philippines, small steamers are wanted at 47 cents per picul. Newchwang to Canton, 45 cents per picul last. Coal freights firmer. Moji to Hongkong, \$3; to Singapore, \$3.10 per ton. Sailing vessels.—The American ship *Benjamin F. Packard* has been chartered to load here for New York, rate private. The British bark *Cedarbank* proceeds in ballast to Puget Sound. There is one vessel disengaged in port registering 514 tons.

The following are the settlements:—
Benjamin F. Packard—American ship, 2,014 tons, hence to New York, private terms.
Cedarbank—British bark, 2,649 tons, proceeds in ballast to Puget Sound.
Franz—Danish schooner, 358 tons, sold at auction, \$6,750.
Sigrid—Russian steamer, 1,329 tons, Moji to Singapore, \$8.10 per ton.
Daphne—German steamer, 1,415 tons, Kuchinotzu to Swatow, \$3.25 per ton.
Ching Wo—British steamer, 2,517 tons, Moji to Hongkong, \$2.80 per ton (part cargo.)
Taksang—British steamer, 977 tons, Newchwang to Canton, 45 cents per picul.
Victoria—Swedish steamer, 989 tons, Newchwang to Canton, 45 cents per picul.
Nanyang—German steamer, 1,060 tons, Saigon to Iloilo, 51 cents per picul; and thence Hongkong, \$4,000 in full.
Taiyu—German steamer, 1,065 tons, Saigon to Manila, 47 cents per picul.
Kutsang—German steamer, 1,481 tons, Saigon to Cebu (30,000 piculs), 47 cents per picul.
Shantung—German steamer, 1,040 tons, Saigon to Manila and Cebu, 50 cents per picul.
Benedi—British steamer, 1,481 tons, two ports north coast Java to Hongkong, private terms.
Emma Luykin—German steamer, 1,109 tons, monthly, 6 months, \$9,500 per month.
Germania—German steamer, 1,775 tons, monthly, 12 months, \$9,000 per month.

VESSELS ON THE BERTH.

FOR LONDON.—*Ballaarat* (str.), *Socotra* (str.), *Chingwo* (str.), *Agamemnon* (str.), *Antenor* (str.), *Benlarig* (str.), *Awa Maru* (str.), *Menelaus* (str.).
 FOR MARSEILLES.—*Indus* (str.), *Awa Maru* (str.), *Socotra* (str.), *Inaba Maru* (str.).
 FOR BREMEN.—*Sachsen* (str.).

FOR LIVERPOOL DIRECT.—*Diomed* (str.).
 FOR HAVRE AND HAMBURG.—*Friesberg* (str.), *Wittenberg* (str.), *Sarnia* (str.), *Sambia* (str.).
 FOR TRIESTE.—*Gisela* (str.).
 FOR VICTORIA, B.C.—*Goodwin* (str.).
 FOR VANCOUVER VIA SHANGHAI.—*Empress of India* (str.).
 FOR PORTLAND, O.—*Braemar* (str.).
 FOR SAN FRANCISCO.—*Coptic* (str.), *America Maru* (str.), *City of Rio de Janeiro* (str.).
 FOR NEW YORK.—*Albenga* (str.), *Armenia* (str.), *Sikh* (str.), *Acara* (str.).
 FOR SAN DIEGO AND KOBE.—*Belgian King* (str.).
 FOR AUSTRALIA.—*Taiyuan* (str.), *Futami Maru* (str.).
 FOR SINGAPORE, PENANG AND CALCUTTA.—*Catherine Apear* (str.).
 FOR BOMBAY VIA SINGAPORE AND COLOMBO.—*Hiroshima Maru* (str.), *Australian* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

June—
ARRIVALS.
 1, Taichow, British str., from Bangkok.
 1, Kutsang, British str., from Iloilo.
 2, India, Austrian str., from Shanghai.
 2, Canton, British str., from London.
 2, Sabine Rickmers, Brit. str., from N'chwang.
 2, J. B. Walker, Amr. ship, from Yokohama.
 2, Hoihao, French str., from Pakhoi.
 2, Kwanglee, Chinese str., from Shanghai.
 2, Pakhoi, British str., from Canton.
 2, Else, German str., from Canton.
 2, Nanchang, British str., from Tientsin.
 2, Apenrade, German str., from Haiphong.
 2, City of Rio de Janeiro, Amr. str., from San Francisco.
 2, Hainan, German str., from Tientsin.
 2, Pakshan, British str., from Saigon.
 2, Salazie, French str., from Shanghai.
 3, Haitan, British str., from Coast Ports.
 3, Lyeemoon, German str., from Shanghai.
 3, Kashing, British str., from Tientsin.
 3, Taisang, British str., from Shanghai.
 3, Telemachus, British str., from Sourabaya.
 3, Triumph, Amr. str., from Manila.
 3, Laos, French str., from Marseilles.
 3, Cedarbank, British 4-m. bark, from Barry.
 3, Teserica, Austrian str., from London.
 3, Bittern, British schr., from Rajang.
 4, Thales, British str., from Amoy.
 4, Diamante, British str., from Manila.
 4, Choysang, British str., from Canton.
 4, Sandakan, German str., from Sandakan.
 4, Hanoi, French str., from Haiphong.
 4, Cheangchow, British str., from Straits.
 4, Braemar, British str., from Portland (Or.).
 4, Goodwin, British str., from Tacoma.
 4, P. C. C. Klao, British str., from Bangkok.
 5, Fausang, British str., from Hongay.
 5, Belgian King, Brit. str., from S. Francisco.
 5, Dardanus, British str., from Liverpool.
 5, Haimun, British str., from Tamsui.
 5, Sullberg, German str., from Chefoo.
 5, Shansi, British str., from Wuhu.
 5, Yuensang, British str., from Manila.
 5, Rosario, British gunboat, from Singapore.
 5, Chansang, British str., from Wuhu.
 5, Hitachi Maru, Jap. str., from Singapore.
 5, Daphne, British sloop, from Canton.
 5, Bormida, Italian str., from Bombay.
 5, Kwangping, Chinese str., from Canton.
 5, Meefoo, Chinese str., from Canton.
 5, Taksang, British str., from Canton.
 6, Fushun, Chinese str., from Shanghai.
 6, Rohilla, British str., from Yokohama.
 6, Hinsang, British str., from Saigon.
 6, Wingsang, British str., from Canton.
 6, Catherine Apear, Brit. str., from Calcutta.
 6, Hailoong, British str., from Swatow.
 6, Pakling, British str., from Singapore.
 6, Menelaus, British str., from Liverpool.
 6, Taiyo Maru, Jap. str., from Newchwang.
 6, Wongkoi, British str., from Bangkok.
 7, Kwanglee, Chinese str., from Canton.
 7, Michael Jebson, Ger. str., from Haiphong.
 7, Sishan, British str., from Saigon.
 7, Toyo Maru, Japanese str., from Manila.
 7, Bengal, British str., from Bombay.
 7, Ballaarat, British str., from Shanghai.
 7, Kiangsi, Chinese str., from Chinkiang.
 7, Shantung, German str., from Canton.
 7, Maidzuru Maru, Jap. str., from Tamsui.
 8, Coptic, British str., from San Francisco.

- 8, Gisela, Austrian str., from Manila.
 8, Hating, French str., from Haiphong.
 8, Pronto, German str., from Newchwang.
 8, Taurugisan Maru, Jap. str., from K'notzu.
 8, Lyeemoon, German str., from Canton.
 8, Hainan, German str., from Canton.
 8, Sullberg, German str., from Canton.
 8, Loosok, German str., from Bangkok.

June— DEPARTURES.

- 2, Nippon Maru, Jap. str., for San Francisco.
 2, Afghanistan, British str., for Shanghai.
 2, Kachidate Maru, Jap. str., for Nagasaki.
 2, Kaifong, British str., for Manila.
 2, Hunan, British str., for Shanghai.
 2, Hongkong, French str., for Haiphong.
 2, Shantung, German str., for Hongay.
 2, Kumsang, British str., for Calcutta.
 2, Formosa, British str., for Swatow.
 2, Kalgan, British str., for Sourabaya.
 2, Pakhoi, British str., for Foochow.
 3, Pelayo, British str., for Shanghai.
 3, Tamsui Maru, Japanese str., for Swatow.
 2, Nanchang, British str., for Canton.
 3, Else, German str., for Chefoo.
 3, Airlie, British str., for Sydney.
 3, Sabine Rickmers, British str., for Canton.
 3, Hailoong, British str., for Swatow.
 3, Anna, Austrian str., for Singapore.
 3, Chowfa, British str., for Swatow.
 3, Mazagon, British str., for Nagasaki.
 4, Salazie, French str., for Europe.
 4, Lyeemoon, German str., for Canton.
 4, Kashing, British str., for Canton.
 4, Nanyang, German str., for Saigon.
 4, Undansted, British str., for Singapore.
 4, Laos, French str., for Shanghai.
 4, Sungkiang, British str., for Manila.
 4, Taisang, British str., for Canton.
 4, Hainan, German str., for Canton.
 5, Teserica, British str., for Port Arthur.
 5, Hikosan Maru, Jap. str., for K'notzu.
 5, Hoihao, French str., for Hoihow.
 5, Apenrade, German str., for Haiphong.
 5, Rojun Maru, Jap. str., for Seattle.
 5, Canton, British str., for Shanghai.
 5, Shansi, British str., for Canton.
 5, Sullburg, German str., for Canton.
 6, Empress of China, Brit. str., for Vancouver.
 6, Cheangchow, British str., for Swatow.
 6, India, Austrian str., for Amoy.
 6, Chwnshan, British str., for Swatow.
 6, Haitan, British str., for Swatow.
 6, Australian, British str., for Kobe.
 6, Zweena, British str., for Amoy.
 6, Taksang, British str., for Swatow.
 6, Chunsang, British str., for Canton.
 6, Thales, British str., for Swatow.
 6, Meefoo, Chinese str., for Shanghai.
 6, Dardanus, British str., for Shanghai.
 6, Hanoi, French str., for Haiphong.
 7, Hitachi Maru, Jap. str., for Kobe.
 7, Malaya, Russian str., for Bangkok.
 7, Taiyo Maru, Jap. str., for Canton.
 7, Haimun, British str., for Swatow.
 7, Kiangsi, Chinese str., for Canton.
 7, Wingsang, British str., for Shanghai.
 7, Diamante, British str., for Manila.
 7, Pakshan, British str., for Swatow.
 7, Pakling, British str., for Shanghai.
 8, Bengal, British str., for Shanghai.
 8, Telemachus, British str., for Amoy.
 8, Kwangping, Chinese str., for Tientsin.
 8, Kwanglee, Chinese str., for Shanghai.

PASSENGERS LIST.

ARRIVED.

Per *Kwanglee*, from Shanghai, Mr. Humphreys and 110 Chinese.

Per *Canton*, for Hongkong, from London, Lieut. Angus and Lieut. Matthews; from Singapore, Messrs. Gordon Smith, and Baries; for Japan, from Penang, Mr. and Mrs. Massey Leach and amah.

Per *Lyeemoon*, from Shanghai, Messrs. Brand, Banyeanson, v. Sydow and Guggetz.

Per *City of Rio de Janeiro*, from San Francisco, &c., Mrs. G. S. Mackinnon, Mr. Harry A. Burke, Dr. A. S. Lee, Miss Florence Woodall, Messrs. W. C. Dart, J. Wilson and A. W. Newton.

Per *Taisang*, from Shanghai, Mrs. Anderson and two daughters, Misses Hogg (2) and Mr. Tibbie.

Per *Haitan*, from Coast Ports, The Right Rev. Bishop of Victoria, Mr. D. H. Bell and Father Tomas Masoling.

Per *Salazie*, for Hongkong, from Yokohama, Miss Daly, Mrs. Smith and Mr. Hirayama; from Shanghai, Mr. P. Pereira; for Saigon, from Yokohama, Miss Inaba Tsuru; from Shanghai, Mr. C. F. Smith; for Singapore, from Nagasaki, Mr. Okawa; for Colombo, from Yokohama, Mr. and Mrs. Bell and three children, Mr. and Mrs. Monks and baby; from Shanghai, Mr. A. G. Clonis; for Port Said, from Yokohama, Mr. and Mrs. Dimitri Livowsky and four children; for Marseilles, Mr. and Mrs. John F. Bass and baby, Misses Favre (2), Mr. Favre, Messrs. H. Satoh, Tsumeto, H. Owoyama, Komoshita, Guyon, Geo. Mudge, Seiki Kouroda, Harotaro Litsuka, Miss Jeanne Eymard, Messrs. C. Eymard, J. Eymard, Ch. Eymard, Okasaki Sessei and Fioravanti; from Kobe, Mr. R. Schwob; from Nagasaki, Messrs. Le Floch Paul, Le Gougnée Jean, Cleck, Mrs. Gallet and Mr. Glock; from Shanghai, Mrs. J. Suberg, Messrs. G. B. McGu, W. S. Campbell, D. E. McIntyre, Viale and daughter and Mr. Dewart.

Per *Laos*, for Hongkong, from Marseilles, Dr. G. de Silva and daughter, Mr. W. E. Reay, R. P. Etienne and C. Dallo; from Saigon, Messrs. W. Robertson, C. Robertson, Palerchoff and J. Smith; for Shanghai, from Nagasaki, Messrs. G. Powell, Affray, Mongin Gieve, Vouchi and L. and B. Laplanche, R. P. Francois, Messrs. J. Legros, C. Richarde, R. P. Bayard and Chacornac and Mr. Dorchy; from Singapore, Mr. W. Gumbleton, Mrs. Barry, Mr. Scott Cranston and three children, Mr. and Mrs. Grossmann; for Nagasaki, from Saigon, Mrs. Isso; for Kobe, from Singapore, Mrs. Ohorn and Mr. Houma; for Yokohama, from Marseilles, Comte de Potier, Mr. and Mrs. de Borigny and baby, Mr. Barreau, Mr. and Mrs. R. Andre, Mrs. Bradburg and Mr. Feron; from Djibouti, Mr. Gon; from Singapore, Sœur S. Wilfrid, Mr. Honesi; from Batavia, Mrs. Couperne.

Per *Diamante*, from Manila, Dr. Malley, Misses Pope and Jeinsen, Mr. and Miss Arvela, Messrs. J. Rivera, J. Rivera, Jr., E. Rivera, P. Lamas, and Jensen and 196 Chinese.

Per *Thales*, from Amoy, Messrs. W. S. Orr, Matsima, Ohly and 2 children.

Per *Phra Chula Chom Klao*, from Bangkok, Mr. R. R. Martin and valet.

Per *Haimun*, from Coast Ports, Mr. Tata and Mrs. Manners and children.

Per *Yuensang*, from Manila, Messrs. F. Burdett, R. Platt, Mrs. J. Taber, Mr. and Mrs. E. Wookey and two children, Mrs. C. de Arce and two servants, Mr. Hatrick, Mrs. B. Fisman, Mrs. A. Albert, Lieut. C. Mellory, Messrs. J. v. Vertizen, M. Lizaruaga, Buenaventura, Doll, Hammond, J. Kirota and G. Fox.

Per *Hitachi Maru*, from Singapore, for Hongkong, Messrs. U. R. Scott and J. O'Neale; for Shanghai, Mr. Blumenfeld; for Kobe, Dr. Hayashi Miyake; for Yokohama, Messrs. K. Takeda, Heyden, D. Heyden, R. Richardson, Tsuno, Toyama, Miss S. Oyama, Messrs. Maida and J. K. Naider; for Chemulpo, Hon. Ella Scarlett and Miss H. Relpk.

Per *Rohilla*, for Hongkong, from Japan, Messrs. E. Oldenburg, P. Sorhagen, W. Pietzcher, C. Mancini, Boden, Wong Chuch Nan, Mrs. and Miss Seymour, Mr. W. B. Newman, Mr. and Mrs. How, Mr. C. R. Cumming, Mrs. C. H. Holder, Majr Parendergast, Messrs. W. Cochran, Chano Ki Yuen, Pack Foi and J. A. Claiborn.

Per *Catherine Apar*, from Calcutta, &c., Mr. and Mrs. Forstmann, Mr. Wagstaff, Mrs. Ellwood, Mrs. Belson and child, Messrs. Dixon, Stephens, Middleton, J. Simon and Metzger.

Per *Bengal*, for Hongkong, from London, Mr. W. T. Andrews, Mrs. Mills, two children and infant; from Gibraltar, Mr. C. A. Passanha; from Marseilles, Mr. Robt. Hug; from Bombay, Messrs. A. Abdoolaly, S. E. Vatcha and C. Abdulla and native, servant; from Singapore, Messrs. Leah Hood, K. Soda, Larsen, Johnson, Capt. Christiansen, Capt. Carlyle and Mr. Cowrie; for Manila, from Marseilles, Mr. Price; for Shanghai, from Marseilles, Mr. J. Burns, Mr. and Mrs. Albert Weill; from Bombay, Mr. S. T. Joseph; from Penang, Major T. C. Moore; from Singapore, Miss Hunter, Mrs. P. Potischman and Mr. A. Coutsomili; for Yokohama, from London, Mr. Sander; from Colombo, Mr. J. C. Stafford and native servant.

Per *Ballaarat*, for Hongkong, from Shanghai, Mrs. C. Simpson, infant and amah, Miss B. Dowler and European nurse, Mr. W. E. Schmidt,

Mr. and Mrs. L. Knox and Mr. T. E. Teske, for London, Mr. McKechnie, Mrs. Geo. Hunter, Miss Hunter, Miss Stockwell and Mr. A. J. McClure.

DEPARTED.

Per *Menmuir*, for Manila, Messrs. J. S. Gacea, N. Miguel, Miss C. Negrao, Miss C. Rosado, Mr. R. Arellano, Misses Arellano (2), Mr. G. Ludwig, Mrs. Merton, Mr. and Mrs. Alberto, four sons and one daughter, Messrs. Carollan and P. Schmidt, Mrs. Bailey, Messrs. A. L. Bindloss and F. W. Perkins, Mrs. Sears, Messrs. W. M. Carrier, Sophie Gross, E. Fernandez, S. Calsito, N. Inouye, D. Beck, D. Reyes, I. Panimuan, J. T. Ortega, Mrs. Glassermann, Messrs. A. B. Tyre and O. L. Lee.

Per *Nippon Maru*, from Hongkong, for Shanghai, Messrs. R. H. Storey, W. Thrasher, J. M. Roper, A. McKillop, Hon. and Mrs. J. J. Keswick, Misses J. Vindin, A. Craik and Stevens; for Nagasaki, Dr. J. M. Heller and Miss Oriki; for Kobe, Capt. Y. Koike and Mr. K. Ota; for Yokohama, Mrs. O. W. Andrews, Master C. Andrews, Miss Barbara Andrews and maid, Messrs. F. da Roza, S. Toyo, J. Hughson and T. Yamaguchi; for Honolulu, Mr. Lee Chip Chong; for San Francisco, Mrs. Wong Yee, Mrs. Yuen Moi, Mrs. Lau See, Misses Lay Mee and Fong Soo, Mr. F. Muhlhausen, Mr. Louie Keong, Mrs. Lui Chung Shi, Master Lui Yun Kwong, Mrs. Sam See, Messrs. Yee Yick Ying, W. T. Spratt and Carl Sornson; for Victoria, Messrs. Ow Sic, San Quai Ku, Leong Han Fa and Leong Kam Yoke; for London, Mr. and Mrs. F. L. Armetage, Master F. A. Armetage, Miss L. Henningham, Messrs. T. Strauss, MacLindskog and S. Oakes, Mr. and Mrs. James Shiel, Mr. and Mrs. W. J. Craft.

Per *Laos*, from Hongkong, for Shanghai, Mr. and Mrs. U. Cahen, Messrs. E. Willkounn, J. Grant, F. Tavares and F. M. Ulbricht.

Per *Salazie*, from Hongkong, for Saigon, Messrs. J. J. Lellie, L. Vincenot, C. Vincenot, E. Claes and M. Briones; for Singapore, Mr. and Mrs. Roswell Skeel, Mrs. Hangan and child, Messrs. H. Gillardi, H. Gente, S. W. Cartwright, F. Elmore, A. J. Victal and Rev. P. Masofiver; for Marseilles, Rev. A. Anternes, Messrs. J. N. Souza, F. A. Videira and J. D. Muse.

Per *Canton*, from Penang for Yokohama, Mr. and Mrs. Massey Leach; from Hongkong, for Kobe, Mr. Gordon Smith.

Per *Empress of China*, from Hongkong, for Shanghai, Mr. and Mrs. H. Sanderson Playfair, Messrs. H. Arlt, J. Blumenfeld, Mrs. Constable, Messrs. W. C. Barrett and S. Middleton; for Kobe, Mr. A. J. Hamilton Smythe; for Yokohama, Miss A. E. Pope, Miss E. Duensing, Mrs. Ohly and two infants, Mrs. Matsumo, Mr. W. S. Gibson, Mrs. Lysaught, Miss Lysaught, Miss Maggie Bond, Major and Mrs. Jefferies, Mr. G. H. Dann, Prof. E. Hamilton Sharpe, Mr. J. C. Peter, Lieut. and Mrs. Bagnal Wild, Major S. G. Everitt and Mr. Robt. N. Hatrick; for Vancouver, Mrs. J. M. Taber, Messrs. Sydney Mast, J. W. Garrong, Jno. Burns, Wm. Whyte, W. H. Culver, R. Kirkhoven, Mrs. Kirkhoven, two children and infant; for Buffalo, Miss L. F. Whilden; for Portland, Mr. Ralph Platt; for Toronto, Mr. A. H. Ellis; for Seattle, Mr. Jack O'Neill; for London, Mr. and Mrs. E. Ruby Williams, Messrs. W. F. Donaldson, W. C. Michell, A. J. Basto, Jr., Mrs. Basto, Senr., Hon. Herbert Smith, Mrs. H. M. Bevis, Miss Alice Chimmo; for Liverpool, Mr. W. S. Orr; for Paris, Mr. E. Meyer; from Shanghai, for Montreal, Mrs. J. J. Keswick and child, Miss Mainguy; for London, Messrs. R. H. Storey and W. Thresher; from Kobe, for Yokohama, Mr. A. J. Hamilton Smythe; from Yokohama, for Chicago, Mr. J. M. Rumsey; for New York, Mr. D. M. Hare; for Vancouver, Messrs. R. R. Bowles and A. J. Gillott; for London, Messrs. J. W. Paton, F. H. Westmacott, Miss M. S. Westmacott, Mr. and Mrs. R. L. Colenso, Messrs. W. S. Neill, E. D. Hargreaves, Lieut.-Col. S. H. Browne, Dr. H. D. Ellis, Rev. E. M. Ellis, Miss Ellis, Messrs. P. S. Leckie, Francis Trigg, E. A. Trigg, Miss Elwin, Miss Ethel Elwin, Mrs. Kennedy, Rev. Percy W. Wise, Miss Wodehouse, Mr. and Mrs. A. E. Eastwood and Mr. W. A. Brown.

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